# COACH MART

The weekly for the coach industry

Issue 639 £1

May 16th, 1991


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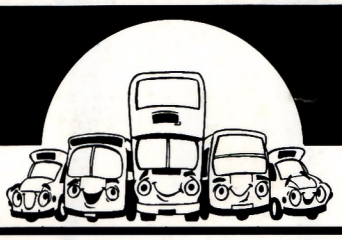

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**1986 MCW CUMMINS L10 Engine.** 4-speed full automatic Voith gearbox, 79 recliners, near[SOLD] front power door, toilet, orar[SOLD]rtains, luggage pen, seat back [SOLD]kets, full soft trim, MoT 19.09.91, resprayed all white.
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**1984 NEOPLAN SKYLINER,** 75/77 recliners, DAF 11.6 turbo engine, 8 speed gearbox, toilet/washroom, servery, water boiler, fridge, curtains, choice of two, MoT's 22.11.91 and 15.01.92, stock numbers M110 and M111.
**Price** .....**£39,500**

## JUST A FEW EXAMPLES

**1988 DENNIS JAVELIN 11 metre Duple 320,** 53 seater, power door, tinted windows, exhaust brake, soft trim, speed limiter, cherished plates – 429 and 430 UFM. Choice of two. Stock numbers M018 and M019.
**Price** .....**£47,500**

**1987 FREIGHT ROVER SCOTTS,** luxury minibus, 16 seats, reconditioned engine (March '90), new clutch, new tyres, new rear springs, radio/cassette, taxed Jan '92, MoT April '92, very clean,. Stock No M023.
**Price** .....**£6,995**

**1984 LEYLAND TIGER 245, Plaxton 3500,** 50 [SOLD]ining seats, ZF manual gearbox, Webasto, dble glazing, Leyland re-con engine, [SOLD], MoT 15/11/91, stock no M022.
**Price** .....**£32,450**

**1983 LEYLAND TIGER 245 (exchange fitted 23/10/90) Plaxton 3500,** 48 reclining seats, hydracyclic, semi-auto gearbox, rear o/s sunken toilet, rear o/s cont door, Webasto, destination gear, MoT 20.12.91, includes full repaint in single colour of your choice. Stock No M021.
**Price** .....**£27,000**

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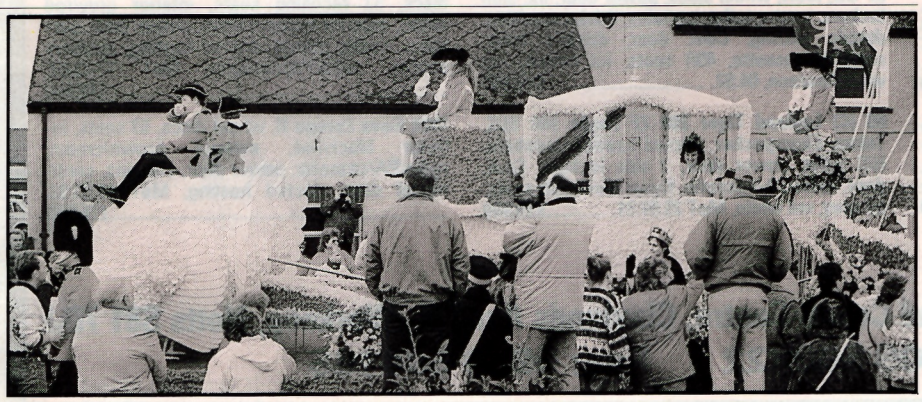

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## COMMENT

THE Gulf War is over, interest rates are coming down...now let's get the bus and coach manufacturing industry moving again.

That's the message this week as we kick-off a new series looking at the best way to buy a coach.

And for the coach operator with an eye for a bargain, there is an excellent opportunity to update his fleet at 'never to be repeated' bargain prices.

The vehicles are there just waiting to be snapped up.

Over the next four weeks, we will be highlighting the best deals on offer - discovering what vehicles are selling and finding out the special deals available and price trends.

In this week's opener, 'Better Buy' we examine the purchasing options available and talk to operators about their buying policy.

But the message is clear. Without investment in new vehicles the outlook for the bus and coach industry will continue to be bleak.

It is up to the operators to help revive the flagging confidence of the manufacturing and sales industry.

NEWS that Shades Technics was forced to bring in the administrative receiver confirms many of our worst fears about the future of our industry if things don't improve.

Shades is one of the few suppliers of quality on-coach fittings which convert an ordinary touring coach into the type of vehicle designed to prise people out of their cars.

Let's hope a rescue package can be put together before Shades disappears into history.

Otherwise when the up-turn comes, operators' options will be very much reduced.

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## SCANIA

**87 (D) Scania K112TR Plaxton 4000.** 5 speed splitter GB, CAG, Telma, int side lockers, ducted heating, power door, Cont. door, driver's bunk, toilet, drinks machine, TV/video, radio/PA/cassette, curtains, 67R seats, int brown stripe, ext white. ..... **£99,850**

**87 (E) Scania K92CR Plaxton 3200,** man GB, wheel discs, integral side lockers, power door, ducted heating, toilet, radio/PA/cassette, 55 seats, int brown stripes, ext white, MoT 15.07.91. ..... **£74,500**

**86 (D) Scania K113 Van Hool Alizee DH,** 5-spd splitter GB, Telma, wheel discs, plug power door, cont. door, integral lockers, auxiliary heater, centre toilet, provision for driver's bunk, double glazing, decorative curtains and blinds, fridge, drinks machine, TV/video, radio/PA/cassette, 53/49 reclining seats, int orange/blue, ext cream/blue, MoT 14.03.92. ..... **£79,500**

## DAF

**89 (F) DAF MB200LB Caetano Algarve,** 6 speed splitter ZF man GB, ducted heating, power door, Cont, door, integral side lockers, centre demountable toilet, curtains, 53R seats, int brown/grey, ext red. MoT 30.05.91. ..... **£79,500**

**89 (F) DAF SB2300 ATI Caetano Algarve,** ZF 6 speed manual gearbox, wheel discs, Cont. door, curtains, 53 reclining seats, int grey/brown, ext white. ..... **£79,500**

**89 (F) DAF SB2300 ATI Caetano Algarve,** ZF 6 speed man GB, power door, integral side lockers, curtains, 53R seats, int grey/brown, ext white/orange/black. ..... **£79,500**

**89 (F) DAF SB2300 DUPLE 320 SL,** ZF 6 speed manual gearbox, wheel discs, ducted heating, power door, integral side lockers, radio/PA/cassette, 57 reclining seats, ext white, MoT 4.06.91 ..... **£69,500**

**87 (D) DAF SB2300 Van Hool Alizee DH,** ZF splitter GB, Telma, wheel discs, power door, Cont. door, integral side lockers, centre toilet, driver's bunk, drinks machine, double glazed, curtains, TV/video, radio/PA/cassette, 51/55 seats, int brown/orange, ext white/blue, MoT 04.92. ..... **£79,500**

**87 (D) DAF SB2300 Van Hool Alizee DH,** ZF splitter GB, Telma, wheel discs, power door, Cont. door, integral side lockers, centre toilet, driver's bunk, ducted heating, drinks machine, double glazed, curtains, TV/video, radio/PA/cassette, 51/55 seats, int brown/orange, ext white/blue, MoT 04.92. ..... **£79,500**

**87 (D) DAF SB Caetano Algarve,** manual split GB, ducted heating, driver's bunk, centre sunken toilet, integral side lockers, power door, curtains, drinks machine, radio/PA/cassette, 53 reclining seats & C re-trimmed, int red/grey, ext white, MoT 16.05.91. ..... **£54,750**

**84 (A) DAF MB200 DKFL Caetano Algarve,** man ZF 6-speed splitter GB, pannier lockers, power door, Cont. door, ducted heating, curtains, radio/PA/cassette, 53 seats + C, int two tone red stripe, ext white, MoT 30.05.91. ..... **£45,950**

## DAF

**83 (PP) DAF MB200 Plaxton 3500,** Man 6-speed splitter GB, power door, Cont. door, pannier side lockers, rear N/S toilet, ducted heating, curtains, radio/PA/cassette, 48 R seats + C, int maroon/orange stripe, ext blue, MoT 15.01.92. ..... **34,500**

**83 (PP) DAF SB2300 Bova Europa,** Man GB, power door, integral side lockers, ducted heating, auxiliary heater, curtains, 53 R seats, int brown, ext blue/cream/orange, MoT 15.11.91. ..... **£25,000**

**82 DAF SB2300 Jonckhere Bermuda,** 6 speed ZF splitter gearbox, 53 seats, interior grey/orange, exterior white/blue, radio/PA/cassette, curtains, TV/video, ducted heating, fridge, drinks machine, MoT 11.03.92. ..... **£29,950**

**82 (X) DAF DKTL Plaxton Supreme V,** ZF 6 speed GB, side lockers, power door, heating & rack heating, curtains, radio/PA/cassette, 51 R seats & X, int red/orange, ext white/blue, MoT new. ..... **£27,750**

**80 (W)** 6 speed ZF splitter GB, Webasto, power door, side lockers, curtains, 50 R seats, int brown/orange, ext white/orange/yellow, MoT 23.01.92. ..... **£19,950**

## VOLVO

**87 (E) Volvo B10M Ikarus Blue Danube,** 6 speed ZF GB, wheel discs, pannier lockers, power door, centre Cont. door, driver's bunk, toilet, double glazing, TV, radio/PA/cassette, 49 + C, int grey/red stripe, ext white, MoT 29.11.91. ..... **£69,500**

**84 (A) Volvo B10M Van Hool Alizee,** Telma, side lockers, power door, heating, 53 seats, int brown, ext green, MoT 20.11.91. ..... **£49,500**

**81 (W) Volvo B58 Plaxton Supreme IV,** man GB, air/leaf suspension, wheels discs, 2 lockers, n/s, power door, heaters, curtains, radio/PA/cassette, 50 R seats, int grey/blue, ext silver grey/blue metallic, MoT 03.92. ..... **£5,000**

## LEYLAND

**87 (D) Leyland Tiger Jonckheere,** 6 speed ZF splitter GB, power door, side locker, N.S.R. toilet, radio/PA/cassette, 50R seats + C, int two-tone grey, ext white + pink/maroon ..... **£69,500**

**86 (C) Leyland Royal Tiger Van Hool Alizee SH,** ZF GB, tools, wheel discs, power door, int. side lockers, centre toilet, curtains, drinks machine, double glazing, Cont. door, driver's bunk, radio/PA/cassette, 49R seats, int brown, ext white/maroon, 04.92. ..... **£64,500**

**86 (C) Leyland Tiger 260 ZF Duple 340 SLX,** Telma, Eberspacher, ducted heating, autolube, R/S toilet, power door, 2 side lockers, Cont. door, radio/PA/cassette, Kysur blind, 50R seats, int grey, ext white, MoT 25.07.91. ..... **£59,500**

## FORD

**86 (C) Leyland Cub Optare,** Auto GB, Express power door, 33 coach seats, int brown, ext cream/blue, MoT 23.04.92. ..... **£13,750**

**82 (X) Leyland Leopard Duple Dominant II,** S/auto GB, wheel discs, Telma, 3 heaters, side locker, radio/PA/cassette, 53 seats, int brown/orange, ext blue/cream. MoT 04.02.92. ..... **£19,500**

**78 (S) Leyland Leopard Duple Dominant II,** s/auto GB, power door, 2 side lockers, heating, radio/PA/cassette, curtains, 47 R seats, int brown/orange, ext white/orange, MoT 15.06.91 ..... **£8,000**

**73 (L) Leyland Leopard Duple Dominant I,** semi auto GB, radio/PA/cassette, 53 seats, int mustard, ext blue/white/orange, MoT 12.07.91. ..... **£4,750**

**87 (D) Ford R114 Plaxton Paramount,** power door, side lockers, radio/PA/cassette, tinted glass, 45 seats, curtains, MoT 23.12.91. **£38,750**

**87 (PP) Ford R114 Plaxton Paramount,** power door, side lockers, radio/cassette, tinted glass, 53 seats, curtains, MoT 9.12.91. ..... **£38,750**

## M.A.N.

**81 (PP) M.A.N. SR280,** 6sp SF GB, power door, o/s/r Cont. door, ducted heating, integral side lockers, o/s/r toilet, blinds, radio/PA/cassette, 49 seats + C, int autumn tint/brown, ext white/blue, MoT 14.01.92. ..... **£19,750**

## BEDFORD

**80 (V) Bedford YMT Plaxton Supreme.**

## MINIBUS

**84 (A) Bedford PJK Reeve Burgess Welfare Spec.,** manual GB, 2 side lockers, power door, 2/3 heaters, 14 seats + wheelchair fittings, int brown/orange moquette, ext white. ..... **£17,450**

## DOUBLE DECKS

**Daimler Fleetline and M.C.W. D/D** to the following specification – First Reg. 1976/77, Park Royal and MCW bodywork, Gardner LXB engine, auto, power steering, 76 seats, int red PVC, ext white ..... **£6,950**

## BOVA

**1985 Bova Europa II,** ZF 6 speed gearbox, wheel discs, 53 reclining seats, interior grey/red stripe, exterior brown/cream, power door, curtains, double glazed, ducted heating, auxiliary heater, radio/PA/cassette, MoT 11.02.92. ..... **£42,500**

**1984 Bova Europa II,** wheel discs, 53 seats, interior black/red, exterior brown/cream, radio/PA/cassette, power door, curtains, continental door, ducted heating, MoT 13.03.92. ..... **£36,500**

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■BUYOUT

# Lowland Scottish buyout cost £3 million

FIRST results announced by Lowland Scottish Omnibus reveals that the management-led buyout team paid £3.1 million to acquire the Scottish Bus Group company.

The company's 130-strong fleet was valued at £1.5 million and its property at £0.7 million. Fixed assets totalled £2.418,856 with goodwill - written down over 12 years - at £1.208,345. The package requires that £1.2 million of a £2.4 million bank loan be repayed within the first five years.

The MEBO, led by chairman and managing director Douglas Pelling, became the first new owner of an SBG company in August last year and since then the annual accounts, for the year ended December 31, 1990, show that it made an operating loss of £133,699 during the four and a half months of privatisation. Despite the slip into the red, turnover was up 12 percent to £6 million.

Mr Pelling told *Coachmart:* 'It was a successful year's operation during which we met all of our financial targets and underwent a smooth transition from the public to the private sector.' He also praised Lowland's 283 employees for their support: 'I cannot praise them too highly for supporting this deal despite a natural concern for job security and their own future.'

He added that in the three years up to privatisation, the company suffered from a lack of capital investment. However, he added: 'Substantial funds have been made available to invest in new coaches which were necessary to meet market requirements. The need for capital investment is constantly under review and we have finalised plans to buy new stage carriage vehicles in 1991 and 1992.'

*One of Lowland Scottish's leased Scania.*

Lowland leased five new Scania coaches last year and the acquisition of Ian Glass of Haddington, Lothian *(Coachmart,* May 9) demonstrates its plans to develop the coaching side of the industry despite opting out of its Scottish Citylink services.

'The acquisition of Ian Glass has been designed to increase the touring side of our operation and increases our coaching fleet to 37,' said Mr Pelling.

■BUS

# Stephenson wins York park-and-ride deal

**HARRY STEPHENSON's £138,940 bid for York City Council's park-and-ride has succeeded in the face of competition from his former employer and existing contract holder, Hutchinson's of Husthwaite.**

**Hutchinson loses the six-vehicle, six-day a week business, putting six drivers jobs at risk. After investing £60,000 in vehicles, owners Glyn and June Fishwick are dismayed.**

**Mr Stephenson, who trades as Stephensons Nationwide Travel of Easingwold, met a May 10 deadline to extend his four vehicle O-licence and buy additional vehicles *(Coachmart,* April 18, 1991).**

**The one-year contract specified 49-seat vehicles less than 12 years old.**

**Six Willowbrook-bodied Leyland Leopards bought from Go-Ahead Northern have been liveried and lettered to promote the service which Stephensons plan to run from a second operating base next to the York by-pass.**

**Success with the York tender comes at the end of Stephensons' first year in business.**

**Michael Hutchinson, son of one of Hutchinson's previous owners, works for Stephensons, and competition hotted-up last year when it started a Helmsley-York service running five minutes ahead of Hutchinson's.**

■DEREGULATION

# Council warns of more congestion

LONDON bus deregulation will lead to worsening traffic congestion and fare increases, claims Haringey Council.

Government plans in 'A Bus Strategy for London' are claimed by the DTp to improve efficiency and reduce costs. Should the Conservatives be returned at the next general election, then the capital faces deregulation of bus routes and fares.

*London traffic: Haringey opposes plans.*

Haringey's property and technical services committee says 1986 deregulation outside London increased prices by 29 percent.

■IN COURT

## Government to fight SYT verdict

THE Government is set to appeal against the High Court ruling which gave the go-ahead for South Yorkshire Transport to buy four small companies in 1989.

In the latest twist to the long running saga, the Department of Trade and Industry has lodged an appeal against a decision made in March which overturned the Monopolies and Mergers Commission directive that the former PTE-owned company should sell its interests in Sheffield and District Transport Company, Sheafline (PSV), Michael Groves and SUT *(Coachmart,* March 28).

At the time of its decision, the MMC ruled that the merger might be expected to operate against the public interest. Now, following the High Court ruling, the Government has acted because it is concerned that the 1986 deregulation of bus services outside London has failed to produce the amount of competition expected.

Unless the court decision is overturned on appeal, it is thought to be very difficult for the Government to refer local bus mergers to the commission without a change to the 1973 Fair Trading Act. The court ruled that the area of operation looked at by the commission, when considering the four acquisitions, was not 'a substantial part of the UK'.

The legal battle has so far cost SYT £350,000 and its managing director, Peter Sephton, said: 'I am disappointed, but not surprised by the Government's action. The whole affair looks as though it will run longer than The Mousetrap.'

## BRIEFS

● **A BUS strike in Bristol was averted at the eleventh hour after drivers voted to accept an improved pay deal.**

**The strike threat was lifted just 36 hours before employees at Badgerline subsidiary, City Line, were due to stop work *(Coachmart,* May 9).**

**Drivers had turned down a 7.5 percent offer, but the new deal gives an hour reduction in their working week.**

● THE number of coaches using Dover increased by 11 percent last month, according to figures released by the port authority.

Nearly 11,000 coaches used the Kent town and there was an overall 15 percent increase in passengers which took the March total beyond 1.3 million.

● **HERTFORDSHIRE Bus & Coach Council is holding a 'Drive-In', hosted by Reeve Burgess and Plaxton, on Wednesday (May 22).**

**Vehicles will be available for test at Paradise Park, White Stubbs Lane, Broxbourne, Hertfordshire, from 6 pm.**

***Further details can be obtained from Linda Sapin, 35 Woodhall Close, Bengeo, Hertford, SG14 3ED. Tel: 0992-550342.***

● SOLENT BLUE LINE is celebrating its fifth anniversary in Southampton with six new Leyland Olympian 'deckers.

Growth since deregulation has taken fleet size from 16 to 90 buses operating throughout the city, Hythe, Hedge End and Eastleigh.

● **VICTORIA Coach Station has reduced its departure charges for 1991/92 by 34 percent.**

**The London Transport subsidiary's new off-peak fee will be cut from £14.27 to £9.35 and the peak fee from £45 to £29.45.**

■TOURS

# Yugoslavian trips hit by uprising

MAJOR Yugoslavian tour operators have pulled the plug on this year's early-season programmes as civil unrest sweeps the country.

Siesta, of Hull, and Harry Shaw, of Coventry, have dropped shuttles and tours as holidaymakers boycotted Yugoslavia in favour of Italy, Spain and France. But recent troubles have been the last straw, said both operators.

'There are at least three reasons that I can define,' said Robert Shaw, a director of Shaws. 'The state of the UK economy is one. Another is a reaction to the artificially high exchange rates set by the Yugoslavs some time ago... a problem which has now been rectified but has damaged confidence.

*Harry Shaw: dropped shuttles and tours.*

'The country is basically out of fashion, but reports of the rioting which has worsened over the last month, has got holidaymakers concerned.'

Shaw had planned to sell 2,000 Yugoslavian packages, based at Patija and Porec, but has now cancelled everything until September - around 1,500 seats. Loadings are up in every other area of tours,' said Mr Shaw.

Siesta's managing director, Paul Herbert, said he had anticipated problems when sales were well down at Christmas.

'The Gulf War saw a cessation of bookings and the market never recovered,' he told *Coachmart.* 'We were watching the situation all the time and as soon as the civil disturbances were reported, we cancelled.

'We'll be reviewing our July programme too. Unfortunately, Yugoslavia isn't a destination that you can easily swap with another - a certain type of person goes there.'

He said Siesta's 'closed-door' tours, which don't use shuttles, were still being run because they offered flexibility. But he warned that sales of holidays to Yugoslavia may not recover.

'It's a pity because we've managed to build up good resorts and excellent contacts since we started going there in 1984.'

■BUS

# DTp answers NBC sale criticism

THE Department of Transport has hit back over the criticism it received from the sale of the state-owned National Bus Companies.

A House of Commons public accounts committee (PAC) accused the Government of not protecting the interests of the taxpayer and not insisting on adequate 'clawback' clauses in the £385 million sell-off *(Coachmart,* May 9).

On accusations that the companies were allowed to be sold too cheaply, the DTp insists: 'The department looked at a range of possible valuations of the company. The sale took place during a time of great uncertainty and this made valuation difficult. After discussions with Price Waterhouse it was decided not to set precise targets, but to let the market decide.'

The DTp claims that adequate 'clawback' arrangements were put in place and adds: 'Each individual case was looked at very carefully. All property was valued for existing and alternative use. For sites which had a high alternative use value, the NBC's policy was to make sure that the price paid reflected the enhanced value.'

It revealed that £44million was raised from non operational properties, which were removed from the market and sold separately.

Out of the £385 million, the DTp says it made just over £45 million from the sale, adding that £96 million was used to repay debt, £123 million was paid in interest and tax, and £120 million arose from over provision in the pension funds.

The DTp is still considering the PAC report and is expected to respond through a Treasury Minute to Parliament.

■RECEIVERSHIP

# Shades calls in the receiver

**COACH outfitter, Shades Technics, has called in the receiver after failing to raise venture capital to protect itself against the recession. It blames cash-flow difficulties caused by the down-turn in trade for its specialist products.**

**Established 14 years ago, Shades captured a large market share for on-board facilities such as drinks, serveries, videos, and toilets. However, severely depressed demand in its other markets - shop refrigerated display units and fibre-glass production - hastened the company's demise.**

**A spokesman for the firm was hopeful that a rescue bid could be put together for the viable parts of the business. The receiver, Leonard Curtis, has been brought-in to fulfill existing contracts. Headed by Charles Merhemitch, Shades established a reputation as a specialist in its field.**

■PEOPLE

# Percy retires

SUFFOLK coach driver, Percy Tye, is putting the brakes on after 55 years behind the wheel.

Percy started driving with Tye's of Mendlesham and has since continued to work from the same depot through its varying owners - latterly Braybrookes and, for the last 10 years, Galloway.

■INDUSTRIAL

# Striking Go-Ahead Northern drivers may lose their jobs

MOST of Go-Ahead Northern's 1,120 drivers face the sack as the prolonged strike threatens the company's local service registrations.

Any operator failing to operate registered services - as GAN has done - can have its Road Service Licences rescinded - an option open to the traffic commissioner under Section 26 of the '85 Transport Act.

As the strike enters its third week it has crippled eight out of 11 depots *(Coachmart,* May 9, 1991).

'There is no sign of a return to work,' said GAN operations manager, Chris Moyes. 'The unions seem to be uninterested in the real world. We are in the middle of a recession and the bus industry is in decline. We cannot pay both inflation and increases.'

Mr Moyes said negotiation had got North Tyneside back to work: 'Elsewhere, the unions are making no attempt to talk. It is trying to bring other issues into dispute. We have offered to go to ACAS in keeping with the procedure agreed by this company and the union. But I don't believe they take this conciliation seriously.'

In Durham, said Mr Moyes, all drivers have already been summarily dismissed for breach of contract. 'We have advised the others that they are in breach of contract.'

*Go-Ahead Northern: strike has crippled eight of its depots.*

■ COACH

## Berkhof goes to Belgium

BERKHOF is building vehicles outside Holland for the first time following the takeover of Belgian minicoach conversion specialist Denolf & Depla of Roeselare - home of major competitor Jonckheere.

Denolf & Depla employs 15 workers on an annual output of 100 conversions of Mercedes, Iveco and Ford vehicles.

A Berkhof spokesperson said the strategic location of the factory, close to the French border, gave rise to optimism. Short-term prospects for increased minicoach sales are very good in the Benelux countries and France - Berkhof's number one export market for 12-metre coaches. However, there are no plans to introduce Denolf & Depla to the congested UK marketplace.

Small scale production of minicoaches will transfer to Roeselare.

■EXPRESS SERVICES

## A first for Limebourne

LIMEBOURNE Travel this week took the first-ever Expressliner to be based in London after taking over the former Yorkshire Voyager work on route 561.

The contract, worth around £250,000, brings one of the Plaxton-built vehicles into the fleet, to work alongside another B10M Plaxton 3500 on the two-diagrams in the Bradford-Leeds to London route.

'In fact, it's the first vehicle we have ever leased,' said operations manager Terry Hawthorne. 'We already run the 563 York-London service so this is a big plus.'

Limebourne tendered for the service after Yorkshire Voyager crashed, owing it a substantial sum of money.

Mr Hawthorne said his firm is also taking a closer look at providing parking facilities at its Silverthorne Road yard, following surprisingly high demand. Operators using the Limebourne facility include Scottish Citylink and Parks of Hamilton.

'Around 50 vehicles a day come through the gates,' said Mr Hawthorne. 'It is much better than we had anticipated and we are having to look at the facility more seriously.'

● National Express have this week announced other operators to benefit from the crash of Yorkshire Voyager.

Two diagrams on route 561 go to AJC of Yorkshire, and one diagram each to Fallas of Leeds and Trathens of Plymouth.

The 310 Bradford-Weymouth route work is split between Yorkshire Traction and Sea View of Parkstone, getting one diagram each. Bebbs of Glamorgan get a diagram on the 320 Newcastle-South Wales service, and Stanley Gath gets two diagrams on the 361 Trans-Pennine service. Kingstonian is the last benefactor, getting a diagram on the 563 York-London run.

■INDUSTRIAL

## Luton & District jobs at risk

**TWENTY drivers' jobs hang in the balance following Luton & District's decision to close its loss-making Danestrete garage in Stevenage when its lease expires in August.**

**Stevenage bus and Hertline express coach operations will move to a new leased outstation at Norton Green and all maintenance transfers to upgraded facilities at Hitchin garage.**

## ■BRIEFS

● **FILL in the *Coachmart* questionnaire delivered with this issue and you could win a dozen bottles of champagne!**

**We're giving away 12 bottles of 'bubbly' in a prize draw of completed entries for inclusion in the *Coachmart* Guide.**

**The guide is a comprehensive listing of over 2,500 coach and bus operators, manufacturers, and dealers and includes an extensive industry section.**

**A copy of the listing is available free to any company in those categories.**

***If you complete the questionaire and send it to Coachmart by May 31, you could be celebrating your FREE listing with 12 bottles of champers.***

● DUMFRIES operator, AG Dickson, which ran 32 vehicles, is in receivership.

The Scottish bus and coach operation - which relied heavily on school and works contracts - is blaming its demise on rising fuel costs but a financial assessment is still being made by receiver Mr Lindsay Forbes and the depth of the firm's problems is not yet known.

The collapse of Dickson left 800 school pupils with emergency bus services and a number of subsidised services in jeopardy. In all, Dickson held about 40 contracts.

● **A POLICE crackdown on coach and bus drivers in the West Country will be trying to trap tachograph and driver licence offenders.**

**A spokesman for the Police West Region said the 'theme of the month' for May was PSV operators.**

**Records of offences this month and the number of inspections made will not be available until midsummer.**

**A spokesman said:. 'By and large, bus and coach operators have a better track record than their HGV counterparts.'**

THIS WEEKS STAR BUY

# USED VEHICLE SELECTION

## COMPETITIVE DEALS ALL YEAR ROUND

***1986 (C) DAF SB2300 – LAG GALAXY,*** *53 recliners, courier seat, cont door, Webasto, tinted windows.* ***£53,500.***

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IAIN BROWN – Scotland
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Car (0860) 743274
STEVE WHITE – Northern
(0302) 832136
Car (0860) 420878
PAUL BROCK – Wales/South West
(0633) 367176
Car (0860) 743271
ALISTAIR WILSON – London/South/East
(0279) 657046
Car (0860) 743272

### DAF

***1988 (E) MB 230 – CAETANO ALGARVE,*** *53 recliners, courier seat, rear continental door, curtains, radio/PA/cassette.*

***1986 (D) SB 2300 – CAETANO ALGARVE,*** *49/53 seats, centre continental door, courier seat, boxed/wired for video, Webasto, boiler, berth.*

***1986 (C) BOVA FUTURA FLD,*** *53 recliners, double glazed, courier seat, radio/PA, power door.*

***1986 (C) BOVA FUTURA FHD,*** *49 recliners, toilet, cont. door, dble-glazed, boiler, bunk, radio/PA.*

***1985 (C) MB200 – CAETANO ALGARVE,*** *53 retrimmed recliners, plug door, Telma,*

***1984 (A) MB200 DKFL – DUPLE LASER I,*** *57 seats, power door, side locker.*

***1984 (A) BOVA CALYPSO,*** *53 seats, power door, curtains, radio.*

***1983 (PP) MB200 DKTL – ALPHA,*** *53 seats, power door, tinted windows.*

***1983 BOVA EUROPA II,*** *47 recliners, toilet, Webasto, courier seat,*

***1982 (PP) BOVA EUROPA II,*** *52 recliners, courier seat, power door.*

### VOLVO

***1980 (V) B58 – DUPLE DOMINANT II EXP,*** *53 seats, power express doors, semi automatic.*

***1980 (V) B58 – DUPLE DOMINANT II EXP,*** *53 seats, power express doors, radio.*

### BEDFORD

***1987 (D) YNV – CAETANO ALGARVE,*** *57 seats, power door, side locker, wheel trims.*

***1986 (C) YNV – PARAMOUNT 3200,*** *53 recliners, power door, tinted windows, curtains, side locker.*

***1986 (C) YNV – PLAXTON PARAMOUNT 3200,*** *52 seats, power door, rear toilet, servery, side locker, radio/PA/cassette.*

***1985 (C) YNV – CAETANO ALGARVE,*** *53 recliners, continental door, side lockers, tinted windows, curtains.*

***1981 (W) YMT – DUPLE DOMINANT IV,*** *53 seats, power door, radio/PA.*

***1980 (V) YMT – DOMINANT II,*** *53 seats, Bristol Dome, side locker, radio.*

### MIDIBUS

***1986 (D) MERCEDES 608D – MELFORD,*** *19 seats, forced air, curtains, boot.*

***1987 (E) IVECO 79.14 – CAETANO VIANA,*** *19 seats, manual door, top sliding windows, curtains, boot.*

***1985 (B) IVECO 60.10 – CAETANO BEJA,*** *18 seats, power doors.*

***1984 (A) MERCEDES 608D – PLAXTON MINI SUPREME,*** *19 seater, radio, PA, cassette, 3 tables, curtains, side lockers.*

### LEYLAND/AEC

***1987 (D) TIGER 260ZF – DUPLE 320,*** *48 recliners, rear toilet, servery, courier seat, radio/PA.*

***1983 (Y) TIGER 245 S/A – DOM IV EXP,*** *53 seats, power express doors, SBG front.*

***1983 (Y) TIGER 245 ZF – PLAXTON PARAMOUNT 3500,*** *49 recliners, courier seat, rear sunken toilet, double glazed, berth, drinks machine, radio/PA.*

***1983 (Y) AEC 760 – PLAXTON SUPREME V,*** *45 recliners, Bristol Dome.*

***1982 (X) LEOPARD ZF – DOMINANT II,*** *53 seats, Bristol Dome.*

***1981 LEOPARD S/A – SUPREME IV.*** *50 seats, power door, tinted windows.*

***1981 (W) AEC 760 S/A – SUPREME IV,*** *53 seats, power door.*

***1979 (T) AEC 760 ZF – DOMINANT II,*** *53 seats, power door, side lockers.*

### MERCEDES/M.A.N.

***1983 (PP) 0303 JONCKHEERE P50,*** *49 recliners, courier seat, centre toilet, continental door, double glazed, radio.*

***1982 M.A.N. VAN HOOL ACRON,*** *49 recliners, toilet, drinks machine, fridge, radio/PA.*

***1982 (PP) 0303 – JONCKHEERE BERMUDA,*** *49 recliners, power door, centre toilet, bunk, fridge, radio/PA.*

***Full list of vehicles available on request.***

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*The year quoted denotes the year of first registration not necessarily the year of manufacture.*


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■TAKEOVER

# Strathtay sale shocks workers

STRATHTAY'S surprise sale to Yorkshire Traction, in the first successful cross-border raid for a Scottish Transport Group subsidiary, has left management and employees of the Tayside bus company bitterly disappointed.

Strathtay managing director, Charles Mullen, said: 'After all the hard work of putting our management/employee buy-out plan together seven months ago there is a feeling of real disappointment. Success for us would have been the real icing on the cake. The only good thing is that the company won't be in a form of corporate limbo.'

Strathtay became the seventh STG company to be bought and leaves just Western, Fife and Highland to be sold.

Uncertainty and delays over privatisation have coincided with strong competition from Stagecoach subsidiary, Magicbus, on Perth city and inter-urban routes. Said Mr Mullen: 'We've come to terms with that, but we couldn't wait any longer to hear about our future.

Strathtay operates 164 buses from depots at Arbroath, Blairgowrie, Crieff, Dundee, Forfar, Montrose and Perth and employs 414 staff. Four coaches are on contract to Scottish Citylink, but, hamstrung by constraints on new vehicle orders, the company has concentrated on local-service operation.

Yorkshire Traction managing director, Frank Carter, sees no difficulties running a company remote from Barnsley. He told *Coachmart:* 'No firm holds a mystical attraction. We are a group in the ball-game of trying to expand and this has come to fruition. We made a sensible bid for other companies and this time we've been successful.

'Strathtay is a nice self-contained operation with good management and a good workforce. There will be no changes - it will be business as usual with Mr Mullen as managing director.'

'Tracky' hopes the buyout will bring cross-fertilisation of management ideas and flexibility of fleet resources. Itself a former NBC privatised company, it owns Road Car in Lincolnshire. Said Mr Carter: 'With a mixed bag operation you can very often do very well as vehicles can be transferred in response to changing conditions.'

■COACH

# Laver's in the driving seat at Boyden Travel

BOYDEN Travel is up and running with former Boyden International man Tony Laver at the helm.

The new company, no longer running its own vehicles, is selling coach holidays from the two former Boyden Group offices in the Derby area. The only problem, says Mr Laver, is matching the former Boyden company's reputation for quality.

'That has been our Achilles heel,' he said. 'Finding the right vehicles hasn't been easy but we are now using three major operators with occasional coaches from other companies.'

Mr Laver said he has set standards of quality together with the requirement for toilet and drinks machine: 'We like to see double glazing, but we don't have videos on the vehicles we hire.'

He said current sales were running at 80 to 100 seats a week, with loadings of around 35 passengers per tour. Already he is putting together a brochure for next year.

'We'll have around 200 tours, but none on the Continent. To be honest, this year's haven't been good. I believe the market has been damaged by operators who chased around Europe rather than taking their time,' he said.

● Boyden International went into receivership in February *(Coachmart,* February 14) due mainly to its car dealerships. Its vehicles have now all been sold.

■BUS

## Buses put across 'green' message

BUSES bearing messages: 'Travel by car - You must be choking!', 'Create a better atmosphere - go by bus' and 'Buses mean miles less congestion' took to the streets this week to spearhead the Civic Trust's National Environment Week.

Support for the campaign comes from major coach and bus operators throughout the country. Advertising and special events focus on the enviromental benefits of leaving the car at home and using the bus.

■BUS

# Plaxton calls for introduction of bus age limit in London

IN a broadside attack on the harmful effects of old buses, the Plaxton Group is asking for financial incentives and a 10-year age limit in deregulated London to boost new vehicle orders.

The bus and coach manufacturer warns of environmental damage if old, inefficient and uncomfortable buses crowd on to the capital's streets after deregulation.

Said Plaxton Group chairman, David Matthews: 'If the bus is to play its proper part in answering today's and tomorrow's environmental problems, the Government must introduce a framework which encourages quality bus services provided by modern, clean, environmentally friendly and efficient buses.

'Modern buses are comparable to cars in terms of noise and fumes - miles better when you consider that a bus carries 30, 40 or more passengers compared with the average 1.3 in a car. As technology advances, the regulations governing the environmental performance of buses have been progressively upgraded, but this won't improve the atmosphere in central London unless operators are given the incentive to buy these new vehicles. Anyone who walks along the street in London can testify just how polluting a 30-year-old bus can be.'

*Plaxton: warns of environmental damage.*

In its comments on 'A Bus Strategy for London', Plaxton predicts an 'inconvenient and ... down-market means of transport' if the Government fails to take a strong lead. It advocates capital allowances or tax incentives to boost investment in new vehicles. This in turn would generate much needed business for a flagging manufacturing industry.

Plaxton believes London Buses' privatisation will improve efficiency, but it does not support deregulation without safeguards to strengthen the competitive position of the bus against other modes - including the car.

■COACH & BUS SALES

# New sales now down by over 50 percent

SALES of new buses and coaches last month were just half the number sold in April 1990.

Last year, 396 new PSVs were registered, but last month 185 took to the road.

The picture of sales for the year to date shows the first four months down 34 percent on last year's 1,309 sales to just 867.

Coach sales show a similar slump, down 45 percent from 758 in the first four months of 1990 to 421 up to April of this year. In April 1990 there were 254 vehicles registered. Last month the figure was 81 - around a third the volume at a time when many fleets would have upgraded for the summer season.

It's not all gloom for some coach manufacturers. Volvo's market share rose by around 10 percent to 57 percent, Leyland took another three percent of the market to get 16.5 percent and Setra enjoyed a minor fillip from 1.8 percent to 2.6 percent.

The DAF and Scania market shares fell slightly while Dennis' command of 8.5 percent of the coach market fell to under two percent.

## New Bus and Coach Sales

| Manufacturer | April 1991 | April 1990 | Year to Date 1991 | Year to Date 1990 |
|---|---|---|---|---|
| DAF Bus (NL) | 13 | 0 | 29 | 0 |
| DAF (Leyland) | 10 | 49 | 24 | 113 |
| Dennis (UK) | 43 | 59 | 162 | 131 |
| Duple (UK) | 0 | 4 | 2 | 12 |
| Iveco Ford (IT) | 0 | 1 | 1 | 1 |
| Leyland Bus (UK) | 33 | 92 | 174 | 403 |
| MAN VW | 3 | 0 | 3 | 0 |
| Optare | 5 | 7 | 35 | 12 |
| Scania | 8 | 29 | 72 | 84 |
| Volvo | 48 | 97 | 287 | 425 |
| Other British | 0 | 1 | 4 | 1 |
| Other imports | 22 | 57 | 74 | 127 |
| Total British | 81 | 165 | 377 | 559 |
| Total imports | 104 | 233 | 490 | 750 |
| Totals | 185 | 396 | 867 | 1309 |

## Coach Registrations

| Manufacturer | April 1990 | April 1991 | 1990 (to April) | 1991 (to April) |
|---|---|---|---|---|
| Volvo | 97 | 41 | 346 | 239 |
| Leyland | 20 | 4 | 99 | 69 |
| Others | 27 | 6 | 49 | 33 |
| DAF | 39 | 20 | 82 | 32 |
| Scania | 15 | 2 | 49 | 23 |
| Setra | 8 | 6 | 14 | 11 |
| Dennis | 26 | 0 | 65 | 7 |
| Bova | 18 | 2 | 42 | 5 |
| Duple | 4 | 0 | 12 | 2 |
| Totals | 254 | 81 | 758 | 421 |

# Used coaches... steady as they go

USED coach sales in April were steady rather than buoyant, leaving some dealers a little disappointed, according to figures obtained by *Coachmart*.

Spring is normally a time of high sales but the trend set by new PSV registrations seems to be reflected in used vehicles. Indeed, figures may hit an all-time low.

The last 18 months has seen the blame laid at the door of high interest rates, the Gulf War and, in fact, any other outside force over which we have no control. But the problem may simply be one born of over-supply.

Since the early 1980s, when the industry was predicting heavier chassis and increasing metal bodywork framing, the coach parc has grown but the number of operators has declined. The problem has been compounded by the increased whole lifespan of vehicles and the reluctance of operators to scrap their predecessors.

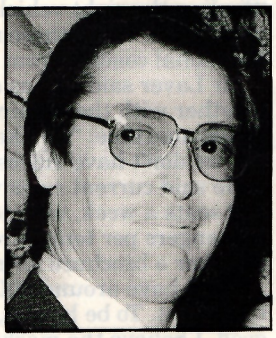
Surely, now is the time for both dealers and operators to appraise the situation and take steps to remove the surplus of vehicles from the market place, protecting used vehicle prices and asset values of fleets. The dealer would then be able to sell his new and late-model stock and operators would be forced to obtain higher prices for work - rather than making the older vehicles support newer additions.

Unless this over-supply situation is redressed, we may find government at national or local level taking action. If this is not planned for, it may sound the death knell for many small businesses.

# Plaxton sets the standard

PLAXTON has achieved quality standard BS5750 as a result of its techonological advances and quality control at the Scarborough manufacturing plant ... and will be looking for the same standard from its suppliers.

After careful checks of Plaxton's quality standards, the award was made by Bob Lawrie, of the Society of Motor Manufacturers and Traders, to Plaxton Coach and Bus managing director, John Dye (pictured), at the SMMT's London headquarters.



'We regard BS5750 as a cornerstone of our total quality drive,' said Mr Dye. 'To achieve it, we have formalised documentation procedures, work instruction and standards for all key processes. The benefits for customers are real.'

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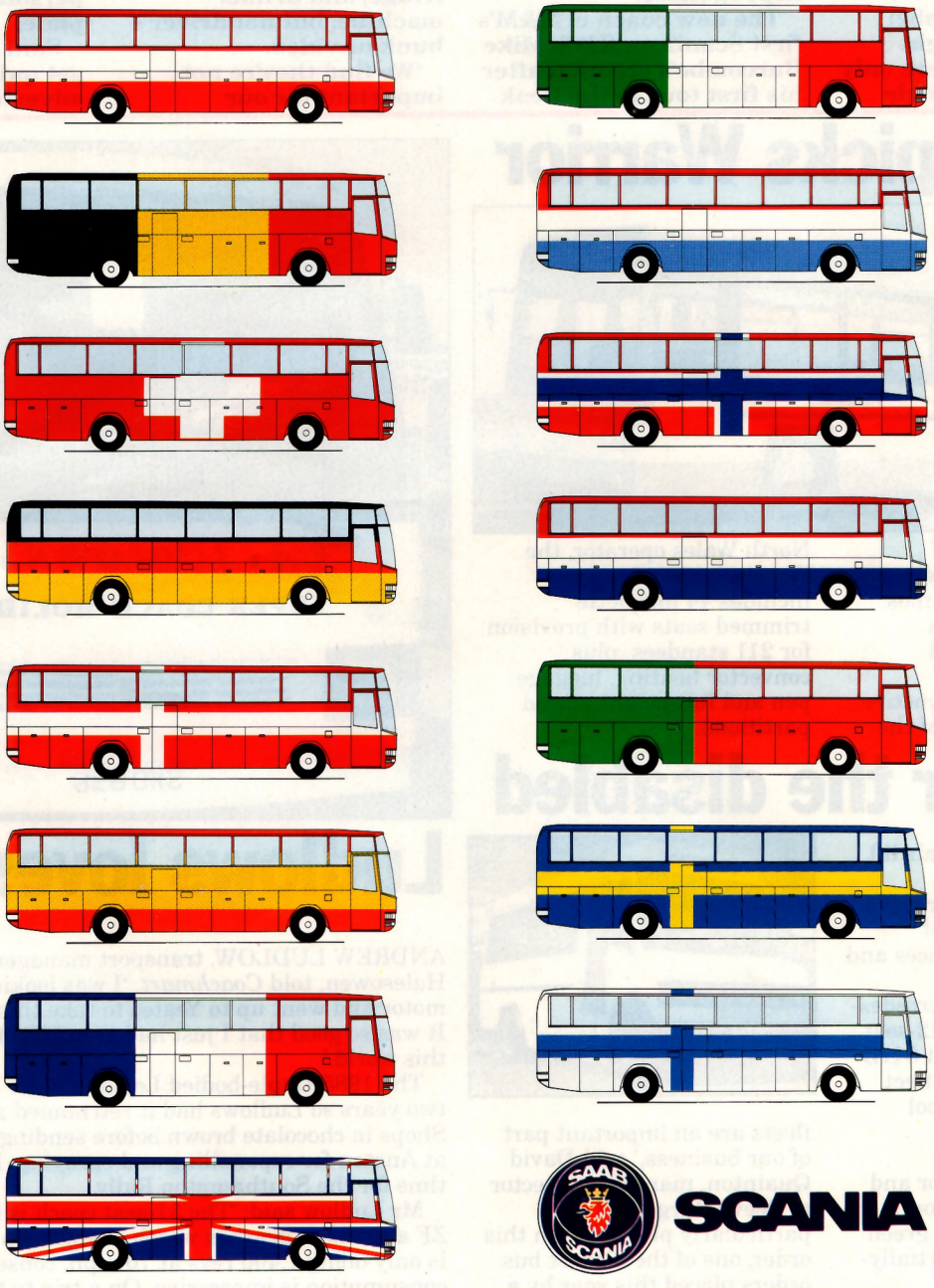

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**You've been buying...You've been buying...You've been buying...You've been buying...**

# M&M is 'sweet' on new Berkhof

KNOWN affectionately as the 'sweety coach' while in the Berkhof factory, M&M's new coach was being built to Mike and Margaret Burcombe's precise needs as owner/drivers of their tour and private hire business.

After a factory visit, it was an easy decision to deal with AVE Berkhof's David Waterman.

Said Mrs Burcombe: 'We've always bought Plaxton, but we were only offered a stock vehicle when we wanted a coach to our specification. The factory in Holland was very impressive - particularly because they wanted to do business and please us.

'We have dealt with David Waterman for many, many years and he made us a very good offer for our DAF, which we kept spotless.'

The new coach is M&M's first Scania - a K113. Mike Burcombe's reaction after his first tour to the Peak District? 'It's a dream.'

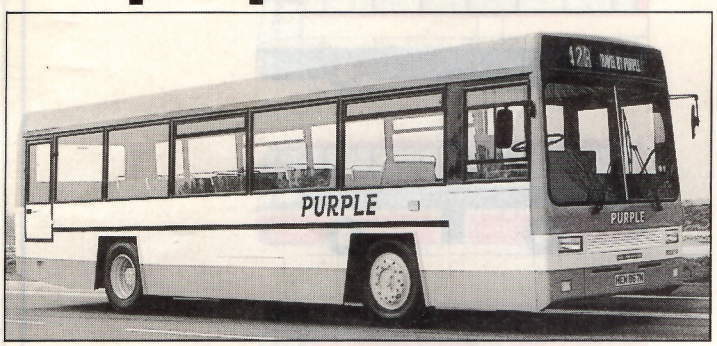
The Berkhof Excellence 2000 bodywork is fitted with air-conditioning, fridge, and drinks machine, but not driver's bunk or video.

'We find they're not important for our customers or the type of work we do.'

M&M is another company to go for a personalised number plate.

Said Mrs Burcombe: 'We get quite a bit of advertising from it.'

# Purple picks Warrior




PURPLE MOTORS of Bethesda has taken delivery of a 10-metre Willowbrook Warrior service bus on reconditioned Leyland Leopard chassis.

Finished in the distinctive red and cream livery of the North Wales operator, the Warrior's specification includes 44 moquette trimmed seats with provision for 211 standees, plus convector heating, luggage pen and full-height glazed partitions.

# Help for the disabled

A FLEET of wheel-chair lift fitted buses has been supplied by Reeve Burgess to the London Borough of Enfield for social services and school transport.

All are based on Mercedes-Benz chassis - seven 12-seat 609Ds and one 26-seat 811D for the social services fleet and six 709Ds for school transport.

All have soft trim throughout the interior and Purmo heating radiators. They also have bright green handrails to assist partially-sighted travellers.

'Social service and welfare

fleets are an important part of our business,' said David Quainton, managing director of Reeve Burgess. 'I am particularly pleased with this order, one of the biggest bus orders placed this year by a London Borough.'

# Ludlows loves Laser

ANDREW LUDLOW, transport manager for Ludlows of Halesowen, told *Coachmart:* 'I was looking for a new day-trip motor and went up to Yeates to take this Laser II for a drive. It was so good that I just had to buy it - the ride was just out of this world.'

The 1985 Duple-bodied Leyland Tiger had been standing for two years so Ludlows had it retrimmed at Blackpool Trim Shops in chocolate brown before sending the coach to Plaxton's at Anston for repanelling and spraying. It was ready just in time for the Southampton Rally.

Mr Ludlow said: 'The 51-seat coach is fitted with four-speed ZF automatic gearbox which changes up to top at 65 mph and is only doing 1,400 revs at 70 mph, consequently fuel consumption is impressive. On a trip to the South Coast it returned 13 mpg.'

You've been buying...You've been buying...You've been buying...You've been buying...

# New Bova for Bennetts

BENNETTS COACHES of Newbury, Berkshire, has just added a new Bova Futura for the sixth year running.

Partner, Dick Bennett, believes the bright green coach fitted with Sutrak air-conditioning offers an environmentally friendly mode of transport for his holiday and excursion customers.

Mr Bennett ensured the coach came complete with Bova registration (H13 OVA) as a mark of the importance he gives to the Futura as the foundation for his business success.

He said: 'Within 18 months of starting we were in a position to buy our first new vehicle. We wanted something that would stand-out and be noticed.

'It is on the strength of that one vehicle that we have grown. The Futura has done its job from everyone's point of view.

'It is good for passengers, drivers and maintenance.

'It certainly suits our mixed operation and it's the best all-round value for money coach on the market. I'm surprised they haven't sold in bigger numbers.'

During its first year the new coach will do UK and European extended tours before being cascaded down to other work.

Bennetts' programme of own tours has grown from 150 seats to 2,500 seats in five years. Said Mr Bennett: 'Last year we sold 97 percent.'

# Three more Olympians for Colchester Borough

**COLCHESTER Borough Transport has taken delivery of another three Leyland Olympians to add to its already strong Leyland fleet.**

**One of the double-deckers has been specified for dual-purpose operation.**

**All three are fitted with Cummins L10 engines, which develop 220 bhp at 2,100 rpm.**

**They also boast DiPTAC features as standard and these include 'bus stopping' signs, shark's tooth step nosings and additional lighting over the entrance.**

**Two of the Olympians will be used for normal stage carriage work, but the third has been fitted with Algarve coach seats, radio cassette and finished in a white livery for CBT Coachways, the trading name for the private hire and excursion operation of the company.**

**CBT operations director, Nick Collins, said: 'These new Leyland Olympians are part of Colchester Borough's fleet replacement programme.**

**'They bring the number of new buses bought since its formation in 1986 to 18.'**

*The first 12 two-door Leyland Lynx 11 buses have been delivered to Lothian Region Transport.*

# Lothian goes for Lynx

**LOTHIAN Region Transport received its £1 million order for 12 Leyland Lynx II at a special ceremony at Edinburgh Castle.**

**Charles Evans, chief executive and managing director of Lothian, received the single-deck buses from Sandy Glennie, managing director of VL Bus and Coach, the marketing company of Volvo and Leyland Bus.**

**The Lynx - the first with two doors - will be used on routes where low bridges make the operation of double-deckers impractical, and replace 15-year-old Leyland Leopard vehicles.**

**Said Charles Evans: 'We chose Lynx because I am a great believer in standardisation and cost-effective operation.'**

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# Buckland trip brings back the good old days

*Buckland's nostalgia trip: singing songs of sixpence.*

**TALK about price undercutting! Buckland Omnibus was taking it to extremes last week with a trip to the coast for under 3p a head.**

**True, you had to meet a certain standard to qualify for the trip. Firstly, you had to be born before 1929. Secondly, you had to pay in old money - preferably a shiny sixpenny bit.**

**Thirdly, you had to prepare yourself for a ride in Buckland's 1929 Dennis E-type from Ipswich to Felixstowe at a maximum speed of 30 mph: 'It was a gimmick,' admitted Gail Buckland. 'It was my idea. I thought we could generate a bit of interest in our medieval tour.'**

**Gail's little plan worked. It filled most of the seats on her husband's vehicle (the oldest working commercial bus), filled the columns of the local newspapers, filled the airtime on local radio and got into the Sunday papers.**

**Of course, that's not the end of it. For Gail now has 29 sixpenny fares which she can't bank: 'I thought I'd organise a competition to give them away. It might generate a bit of publicity...'**

Mealstop

**● THE sales boys at Plaxton probably put down their cellphones and reached for the air mail envelopes when they read the latest news from the Tourism Council of the South Pacific.**

**Tucked away beneath the banner headlines announcing Konrad Engelberger's 210 lb Pacific Sailfish record, and a bonus of 10,000 Fijiian dollars for anyone catching a 300 kg marlin from the Mamanuca Group, was the sales lead they had been looking for.**

**Not only has Papua New Guinea just bought its first coaches, it is looking for more.**

**Air-conditioning may be rare here, but out there it's obviously commonplace. So much so that the story announces with pride that the vehicles bought so far are the first with reclining seats...**

**● IN THE postbag for *Coachmart's* tourism editor last week was a brochure promoting Jim Russell's Academy of Motorsport, based at Donington.**

**It all appears up-to-the-minute until you get to page 45, where there's a half-page advert for someone called Boyden Group.**

**Now, didn't something happen to them in February...**

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# FROM FURNESS TO FENLAND

**The coaching world descends on the Fens just once a year... for the world-famous Spalding Flower Festival. Mike Morgan went this year on a Shaw-Hadwin excursion from Barrow and found his passengers were fully-rewarded for their long trip.**

ASK any coach operator about Spalding and they instantly think of early May and a full coach to the bulb fields. Coach drivers throughout the land know their way across the flatlands of Lincolnshire for the annual pilgrimage, but few, if any, will have travelled as far as Shaw-Hadwin from the Furness district of Cumbria.

Spalding was the excursion magnet that attracted 41 Cumbrians to an early start over the May Day weekend.

I joined their white and yellow Plaxton 3500-bodied DAF MB 230 which was just one of 400 coaches invading the sleepy market town for the annual parade of tulip-decorated floats.

Not many excursion destinations have to respond so dynamically to a temporary population explosion.

The inhabitants awake from winter hibernation and an army of volunteers organise parking, toilets and catering for a massive influx of visitors.

For the rest of the year, coaches wisk coast-bound passengers along the straight and level roads which flank Fenland dykes.

However, on the first Saturday in May, drivers stop short of Skegness or Great Yarmouth. Instead, the destination is Spalding on the banks of the River Welland half-way along the A16 between the A1 and Boston. This is when the town celebrates the harvest of spring flowers from the rich agricultural land so evocative of the Netherlands - no wonder the district council is called South Holland.

Our first passengers boarded 250 miles from Spalding on Walney Island on the far side of the bridge from Barrow's Shipyards.

As we progressed through Barrow, Dalton, Ulverston and Grange-over-Sands it soon became clear that there was a strong contingent of regulars.

For some it was Spalding again for a second, third or even fourth time. For others it was the pull of another Shaw-Hadwin tour with my co-driver Dave New.

He knew his customers well. Fond memories lingered from previous trips with Dave to one of the Silverdale company's 700 excursion destinations.

I took the wheel for the first leg. This was a good move because Dave knew the routine and the pick-ups.

He settled passengers into their allotted seat while making them personally welcome.

The A590 Barrow road is unfairly dubbed 'the long cul-de-sac.'

Road improvements have taken much of the tedium out of the 35 miles from the M6 and, contrary to popular belief, there was no sign of depression at its western end.

*One of the reasons behind the trip: Miss Flower Queen 1991.*

Indeed the drive through this part

**The party was genuine and relaxed... all members of the 'Dave New Fan Club.'**

of Cumbria, often neglected by tourists, was an excursion in its own right - especially for me.

Our passengers assumed I was a Silverdale driver. Reasonable enough in the circumstances. Dave was from the Barrow end of the Shaw-Hadwin empire and since I was a stranger, then I ought to come from across Morecambe Bay in Silverdale where Robert and Pam Shaw control the 50-vehicle operation.

Although Shaws of Silverdale has expanded dramatically since acquiring Hadwins from Barrow Corporation 15 years ago, the company has retained the personal control possible with a family-run business. The Shaw family line extends to Robert's eldest son John, who runs the Barrow office, Darren (mechanic at Silverdale) and 10-year-old Mark (budding Driver of the Year).

Within the tight-knit communities twixt Barrow and Silverdale they - and their staff - are well known.

Imagine the consternation when word got round that my base was only 12 miles from our destination. Alas, it took some explanation, but excitement grew when there was talk of fame for the day - their story was to appear in *Coachmart*.

Without exception this party was one of the most genuine and ▶

However, there comes a time in everyday business when one has to call on the advice of a lawyer. But to get the right result, it is imperative to consult a specialist — someone who not only knows, but understands, your particular market.

For many years WEDLAKE SAINT has been associated with the transport industry — both goods and passenger carrying vehicles — acting for a number of operators based throughout the country. It has long appreciated that road transport in all its many forms is the key element to economic success in today's competitive market and the importance of ensuring drivers and vehicles do not get held up in legal traffic.

Utilising the valuable resources within the firm, WEDLAKE SAINT has established a Transport Law Department in order to offer an effective service to its clients and fellow professionals.

The firm has considerable knowledge of the law relating to road transport and is the only firm of solicitors to be a member of the Bus and Coach Council. One of the partners is also a member of the Chartered Institute of Transport.

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◀ relaxed groups I have had the pleasure of taking-out.

Genuine because of their interest in what I was doing and relaxed because of the comforting atmosphere cultivated by Dave's expert guiding hand. These were members of the 'Dave New Fan Club' travelling with us for the pleasure of the ride - there were no complaints.

They had flasks of tea and coffee at the ready and showed little interest in the on-coach facilities. Throughout the 500 mile round-trip, only one brave sole ventured to the rear sunken-toilet and even then his wife looked decided uneasy about his return. He was heard to whisper: 'It's very bumpy back there.'

The others were content to use Hartshead Moor services, but not without comment on the cost of motorway catering. On the return trip we went some way to redress the balance with a complimentary cup of tea - only to prove yet again that hot drinks and a moving coach are not easy bed-fellows.

Without doubt Shaw-Hadwin's clockwork-like organisation, aided by two-way radio, coach-phone, prompt feeder connection and a G-reg coach well-matched to its job, (plus some useful local knowledge on the Spalding approach roads) inspired confidence in its customers. Shrugging-off indifferent weather and 11 hours in the coach, they were generous in their praise.

A lady on the front-seat left her husband on Walney Island for the first of three days' excursion travel. After Spalding it was North Wales followed by Hereford and Wye.

**A woman passenger said: 'It's like a holiday to me. I have no complaints with Shaw-Hadwin.'**

She said: 'It's like a holiday to me - I have no complaints with Shaw-Hadwin.'

Her companion chipped-in: 'On one trip many years ago we had a breakdown, but they didn't keep us waiting very long.'

Pensioners Mr and Mrs Bricker were testing-out coach travel in their retirement as an alternative to using a car.

'We thought that if we could cope with this trip we might go on a coach holiday, not abroad, because we don't want the trouble.' They would have liked a supply of coach holiday brochures on-board and wanted to travel again.

Passengers near the front could relay requests for 'more heat' or 'can I have some fresh air driver', but it wasn't until Dave or I wandered down the coach that we discovered the needs of a few didn't meet the needs of the majority.

Although it was shirt-sleeve conditions for us, it was overcoats for those at the back.

*Shaw-Hadwin: 41 Cumbrians enjoyed its hospitality during the day.*

No matter how much we juggled with switches or thermostat there was no satisfactory way of compensating for the off-side heating gap near the rear sunken-toilet and emergency doorway.

Our combined efforts to rectify the problem were more reassuring than the actual result. It was during these sojourns in the rear-half of the Paramount that I canvassed further opinions.

Noticing nine seats going spare, a gentleman by the drinks machine asked: 'Why don't they give more leg room?' He believed continental coaches had fewer seats and listened with interest to the economics of UK coach operation. It was a long discussion that centred around pounds and pence.

'Surely people will pay more if they know there's a better coach?'

I was almost convinced and drifted into the benefits of star rating before he let slip that as a pensioner he paid less than the advertised £12.25 for his ticket.

Some plus-points of coach travel are neither identified nor charged for. As we eased past struggling Bedfords of an earlier generation one lady observed: 'We are higher-up than those older-coaches.'

A rough voice further down the gangway was quick to point-out the 300,000 km on the tachograph. 'It's a lot for a G-reg,' he said. This DAF earned its keep on Scottish Citylink and National Express service when not on excursion work, and with Shaw-Hadwin specialising in long

*Driver Dave New: made passengers personally welcome.*

trips it had soon clocked up the miles.

It was free-running and lively when compared to new DAF MB230s driven on *Coachmart* road tests. The splitter enabled us to get the best out of the 265 bhp and the ride quality was well-suited to this type of work.

Our excursion was voted a success. I recommend Spalding to those who haven't been before, and I am confident most of Shaw-Hadwin's customers will be going again.

Arrangements for coach parking on the day were remarkably good.

There were seven coach parks, but the most strategic required advance booking, so we were directed to the Geest banana factory (£7) which was dedicated to coaches for the day.

As Dave tactfully pointed-out in one of his polished microphone announcements. 'It's halfway between the town centre and Springfields - the focal point of the day.'

As we strolled through Spalding, Dave observed that it was much quieter than last year. With the town closed to traffic after mid-day, it was certainly delightful without the ever-present threat of being runover, but it was difficult to judge numbers.

Seasoned visitors claimed the best spots to watch the long procession.

However, all of our passengers found a vantage point and nobody came away disappointed - the long trip from Furness to the Fens was worthwhile.

*Dave: still working as the passengers enjoy a good night's sleep after their big day.*

## FACT FILE

| | |
|---|---|
| **Company:** | Shaw Hadwin |
| **Address:** | Stoneleigh, Silverdale, Lancashire |
| **Established:** | 1872 |
| **General manager:** | Robert Shaw |
| **Fleet size:** | 50 (35 full-size and 15 minibuses) |
| **Type of work:** | National Express, Scottish Citylink, contracts, private hire, UK and continental tours, excursions |
| **Operating bases:** | Silverdale and Dalton-in-Furness near Barrow |
| **Excursion business:** | 30,000 passengers per year (including 17,000 between September and April) |
| **Popular trips:** | 350-500 miles |
| **Average loading:** | 45 passengers |
| **Catchment area:** | Mainly the Furness district of Cumbria - two or three departures daily. Other passengers come from south Lakeland and north Lancashire - mainly weekends. |


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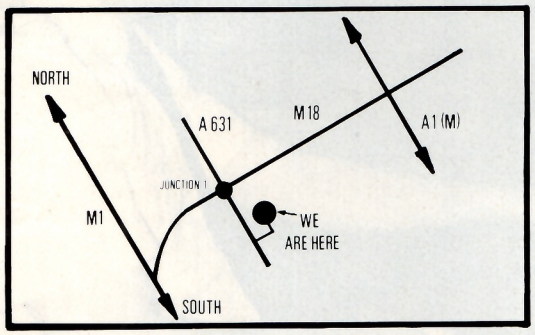


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# Treasure Hunt report was unbalanced

*From Noel Millier*

SIR

I was interested in your reaction to the 37th British Coach Rally held at Southampton on April 20 and 21 and while I felt most of your report was justified, I felt that your reporting of the Treasure Hunt section of the event was unbalanced.

While it was undoubtedly true that radically changing the traditional road section did upset some entrants and others found it difficult, many entrants enjoyed this section and the majority regarded it as successful.

In answer to the criticism that it took too long, the entrants' instructions told them not to take any longer than three hours and at the end of that time to go straight to Southampton whether they had found the clues or not. Some decided to continue on the hunt. As a matter of fact, 17 entrants completed the route and all the passenger clues were correctly answered (although no one passenger got all the clues right). We make no apology for the event being about history - the theme for the hunt was 'In Defence of the Realm' and all entrants not from the Solent area received a 'In Defence of the Realm' brochure which, if read carefully, would have identified the historical aspects of the clues.

This section of the event was designed to include possible excursion destinations and we feel that it succeeded in this. Surely a basic knowledge of the history behind these potential destinations is no bad thing?

Reaction to the exhibition section was varied and undoubtedly the cold windy weather did nothing to increase attendance. Many exhibitors did, however, report plenty of contacts and brisk business, particularly on the Sunday afternoon.

It is right to assess the relevance of the rally in the current economic climate and the organising committee considered the implications of not holding the event this year. If the Gulf War had lasted longer than it did, the event might not have been staged. In the event, it was held and was considered a qualified success.

We feel the rally does more to promote the interests of coaching in general than any other event. In particular, it recognises the role and professionalism of coach drivers in the Driver of the Year competition which, for the second year running, gave contestants the opportunity of winning a new car.

It also gives the public a chance to see that professionalism at first hand and also to see how much the standard of coaches has improved over the last ten years. In addition, it is an important and established trade show.

The rally is not commercial and relies heavily on volunteer marshals and helpers. The revenue from sponsorship and the exhibition pays for the prizes and the event's running costs.

If it had not been for the support of Sealink Stena Line in particular, and the exhibitors, it would not have been possible to stage the rally at all. It was particularly disappointing that a number of major chassis and bodybuilders decided not to support the event this year. While the need to save money during the current difficult times is understandable, the cost of exhibiting one 12-metre vehicle equates to the cost of two coach wheel trims and ought not to have been that daunting for the likes of Plaxton, Kassbohrer, VL and Scania.

Their presence would have been translated into more promotion of the event and more marshals to improve the overall organisation of the weekend. Perhaps their absence also sent out the wrong signals in the run up to 1992. One Belgian journalist at the event did ask if Britain still had a builder of full-size tour coaches.

The advantages to suppliers of trade-only shows, such as the BCC show at the NEC, are obvious. But these shows do nothing to show off the industry to the public and it is, at the end of the day, members of the public that travel on coaches. They do nothing to motivate or recognise the role of the coach driver and it is the performance of the coach driver that often dictates whether individuals wish to travel by coach again.

Surely now more than ever the industry needs to attract more members of the public to travel by coach - for that will encourage more operators to buy more vehicles.

The British Coach Rally offers a public shop window at a bargain price. With imagination and support, it can be developed. Without the support of the industry there is little point in it continuing.

This year BBC Television initially agreed to cover the rally in its Top Gear programme only to cry-off at the last minute due to its own problems including the shortage of a suitable crew.

The televising of the event remains a possibility for next year and, with the full support of the industry, the 38th British Coach Rally may be able to give the coaching industry the public exposure it surely needs and perhaps deserves.

NOEL MILLIER
ASSOCIATE ORGANISER
SEALINK BRITISH
COACH RALLY

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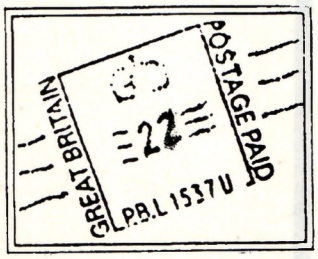


**The editor is always pleased to receive letters for publication in Coachmart and will, if requested, publish these anonymously. But please attach your name and address for our own information.**

# Learning new skills is the important issue

*From J Somers*

**SIR**

**I saw Peter Iddon's letter *(Coachmart,* April 11, 1991) regarding the Institute of Advanced Motorists driving test, and congratulate him on beating me to success in a double-deck bus by three days.**

**As was stated, I thought I might have been first, having been advised to this effect by the IAM examiner, but this really is not the important point at all.**

**The key issue is that I, and many of my colleagues who will be taking their tests in due course, have made a statement about our commitment to safety and courtesy on the road.**

**I do not view my badge and certificate as trophies for the office wall, but I am making daily use of the skills recognised, giving, I hope, a safer and better quality of service to the Viscount Travel passengers travelling on my bus.**

**I would urge others who have made driving their career to do the same.**

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# How protected are people?

*From Mrs A Gouldbourn*

SIR

Re: ABTA and ATI. We have read with interest your article on Coach operators hit by ABTA's £3.5 million bill (*Coachmart,* May 2, 1991).

At the time of the collapse of ATI they owed us monies and we wrote to ABTA intimating a claim against them for their agents inability to discharge the debt.

We also pointed out that the hire of our vehicles falls within the definition of separate fares covered by the Public Vehicle Act 1981.

It is clear from this that where an individual or company hire a coach from an operator on a lump sum basis and then share the cost amongst the users by charging individual fares, separate fares exist even though they are not made by the operators.

Therefore, if the agent to whom the individuals have paid their money fails to pass the monies to the coach operator, the responsibility for payment still remains with the individuals who occupied seats on the coach.

In view of this, ABTA either accept responsibility or not. If they decline then we will have no option but to approach the schools for the individual payments.

Obviously, they will then try and claim their monies back from ABTA. If they are denied a refund then payment will have to be made by the individual either voluntarily or by court action.

In other words, if at the end of the day an individual is responsible for the seat he occupies then what protection does an ABTA or other bond provide?

We have been successful on a previous occasion in obtaining judgement in the Oldham County Court against individuals whose agent failed to pass the party's payment to us.

Our solicitors have confirmed that the precedent in that case would now apply to our claim from the school parties.

We will keep you informed of progress and if any other coach operator in similar circumstances wishes to contact us we will be pleased to hear from them.

MRS A GOULDBOURN
KINGFISHER TOURS
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OL2 5JD

# An operator says 'thank you' ABTA

***From Roger Bishop***

**SIR**

**As a direct result of the recent collapse of both Adventure Express Travel and Adventure Travel International, many coach operators have been put in a difficult position with the recovery of monies that were due, together with having their vehicles stranded on the Continent.**

**I can only speak from my own personal experience, and congratulate ABTA for the fast and very professional way they dealt with repatriation expenses and monies due for work that was being done when both firms collapsed.**

**I phoned ABTA as soon as the news broke, and was asked to fax full details of contracts, together with invoices for all monies outstanding. This I did immediately and within 48 hours received a faxed guarantee that all outstanding invoices would be met.**

**Without further ado, I received a cheque for the full amount due to me, eight days later. Frankly, I'm sure that this was a quicker settlement than I could have expected if the tour operators had still been trading!**

**I operate a small consortium of coach operators, and when I sent them their cheques they were absolutely delighted, and probably overcome with disbelief.**

**I'm sure that Goldline Travel, Interspirol Holidays, and Williams Coaches would all like to join me in saying a great big 'thankyou' to the staff at ABTA who in my opinion have reacted extremely well to a problem which could well have stretched the purse-strings of many small operators.**

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# Discrimination *does* exist

*From a Coach Driver*

SIR

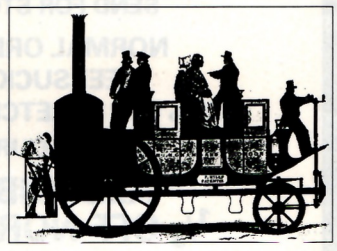
As a coach driver, I have become increasingly annoyed at the way the customs at Dover discriminate against coaches of small independent operators.

Recently, two of us were returning from Bully le Mines on the 12.45 Calais ferry with a private party from Liverpool. At the customs we got the dreaded white card which means unload everything for a thorough search. However, 18 coaches from a well-known national tour operator literally went straight-through. It is not unusual for the big company to be let-off in this way. I realise the customs people have a job to do, but they consistently pick on the small operator's coach. Why?

It's not the unloading and the search that upsets, it's the fact that the discrimination creates bad-feeling between drivers and passengers from different companies.

NAME AND ADDRESS SUPPLIED

# Nostalgia Corner



PIONEERING work on public service vehicles (or should it be passenger carrying vehicles) in the 19th century included a steam coach built by F Hill.

Dick Barton, of Barton Accessories in Totnes, supplied the illustration of the Hill Coach which he believes dates from 1829.

He said: 'I understand that on its trial runs it ran from London to Brighton, London to Hastings and London to Eastbourne.' Clearly there was no restriction on drivers' hours because the return journeys were supposed to have been concluded in one day.

In any case this was a two-man vehicle. The driver had the unenviable and unprotected task of piloting from an open platform while his mate shovelled fuel.

The design resembled a contemporary horse-drawn coach.

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**TUESDAY 21st MAY 1991**
**COMMENCING 11.00AM**

The second Bus and Coach Auction to be held at Belle Vue during 1991 will consist of more than 100 vehicles. The majority of entries will be entered for sale direct from operators, and will therefore be in use up until the day of the sale. If you intend travelling for a specific vehicle please telephone to confirm its arrival before setting out. The promised entry does include the following vehicles:–

**1989 'F' LEYLAND SWIFT WADHAM STRINGER.** 39 seats, auto, dual purpose, Telma.
**1987 'E' VOLKSWAGEN OPTARE.** 21 seats (finance).
**1986 'C' VOLVO B10M CAETANO ALGARVE.** 39 seats, wc, drink dispenser, TV, radio, (finance).
**2 x 1986 'C' NEOPLAN N722/3 PLAXTON 4000.** 71 seats (finance).
**1986 'C' LEYLAND TIGER TRCTL. 11/3RZ DUPLE 340.** 51 seats, wc (finance).
**1986 'C' MCW METROLINER DR/130/15.** 71 seats (finance).
**1986 'D' BEDFORD YNV LASER II.** 57 seats, green/red, grey trim.
**1985 'B' LEYLAND TIGER TRCTL 11/3RH PLAXTON 3500.** 48 seats, partly rebuilt (finance).
**1985 'B' LEYLAND TIGER TRCTL 11/3RZ PLAXTON 3500.** 46 seats (finance)

**UNREGISTERED AND UNUSED LEYLAND TIGER CHASSIS (NO 84-000149).**
Manufactured 1984, updated to air suspension latest specification in 1986, ZF manual gearbox, TL11 engine.

**3 x 1984 'A' MCW METROLINER.** 71 recliners, double deck coaches, all with drinks machine, wc and curtains, white with beige/red interior.
**2 x 1982 BEDFORD YNT DUPLE.** 53 seats.
**1982 'X' LEYLAND TIGER, PLAXTON VIEWMASTER.** 44 recliners, wc, servery, radio/cassette.
**1980 LEYLAND LEOPARD 680, DUPLE DOMINANT II.** 49 recliners, courier seat, Telma, radio, private plate.
**1980 BEDFORD PJK 330, DUPLE DOMINANT II.** 29 seats, white (unwritten) with blue interior, Bristol dome, radio.
**1976 VOLVO B58 PLAXTON.** 52 seats, wc, recent re-trim and re-paint, private plate.

**BUSES & MINIS**

**1988 IVECO DAILY 49 10 ROBIN HOOD.** 21 seats and 7 standees, dual purpose, power door, coach seats.
**1987 'D' FREIGHT ROVER SHERPA.** 16 seats, dormobile, power door, destination board.
**2 x 1986 'D' FREIGHT ROVER SHERPA.** 16 seats, dormobile, low back moquette seats.

Further entries invited. For details contact Derek Bolt, Paul Clay or Steven Holt on 061 203 6000. Fax 061 220 8079. (17142/AU)

Further entries invited. For details contact Derek Bolt, Paul Clay, or Steven Holt on 061 230 6000. Fax 061 220 8079

*NB. All potential buyers will need to register at the Heavy Commercial reception and obtain a buyer's number **PRIOR** to bidding please. Non ADT account card holders are required to lodge **£500 CASH** or a **BANKERS DRAFT** (in favour of ADT Auctions Ltd) deposit in order to obtain a buyer's number.*

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# Tacho law is a legal minefield

THE curious, and possibly wrongly decided, Crown Court decision in R-v-WTC Coaches reported in *Coachmart* last week - see also page 30 this week - hinges on when a driver 'takes over the vehicle.'

This decision appears to indicate that a second driver only takes it over when he starts driving it.

It awakens in my mind a fascinating line of reasoning into another grey area of hours and tachograph legislation - whether a disc needs to be in use in order to position an empty vehicle at the commencement of a spell of duty.

Before concluding that I have totally lost my marbles, follow through this tenuous consideration of the relevant legislation.

The current regulation covering drivers and their hours of work is EC 3280/85.

Article 1 makes the regulation applicable to both laden and empty vehicles and Regulation 5 (2) categorically states that 'any driver engaged in the carriage of passengers shall have reached the age of 21 years.'

Utlilizing Regulation 13 (1a) which authorises member states to make a derogation of this rule for smaller vehicles engaged on national operations, our government has legislated to permit persons aged 18 and over to drive loaded PSV which do not have more than 17 seats (including the driver).

National legislation also permits 18-year-olds to drive on regular services of not more than 50 km route length. The authority for that is one of omission rather than permission. As is well known, Article 4 (3) puts the regular, under 50 km, use outside the scope of the regulation. It therefore follows that when engaged on this work, the article in the regulation regarding drivers' ages is inapplicable, leaving national governments unfettered when making domestic rules.

*The British Parliament seems to believe that driving an empty, large PSV is out of scope with EC Regulation 3280/85 when it is not engaged in the carriage of passengers.*

But it is not so easy to discover under what authority our government has legislated to allow the driving by 18-year-olds of unladen PSVs of any size. On the face of it, the overriding EC Regulation 3280/85 applies to empty vehicles and imposes a 21-year minimum age by its words, quoted above, in Article 5 (2).

I can only assume that a generous form of legal interpretation led the legislative draftsmen to conclude that a coach is only engaged in the carriage of passengers when it is both operating in scope and passengers have actually boarded - thereby providing themselves the power to create the national derogation which allows 18-year-olds to be licenced to drive empty buses and coaches.

If this is the case, an authority no less than the British Parliament appears to have expressed an opinion that driving an empty, large, PSV is out of scope of EC Regulation 3280/85 when it is not actually engaged in the carriage of passengers.

Pause there, and go back to where we started. Regulation 3281/85 covers the use of tachographs and requires tachograph records to be made by drivers of vehicles used for the carriage of goods or passengers by road, except those specified in 3280/85 Article 4, (the 'out of scope' classes), and also allows national governments to exempt vehicles with no more than 17 seats when on national journeys from the rigours of tachograph legislation.

Subject to these exceptions, Article 15 (2) requires that 'drivers shall use the record sheets every day on which they are driving, starting from the moment they take over the vehicle. The record sheet shall not be withdrawn before the end of the daily working period unless its withdrawal is otherwise authorised.'

If (which, frankly, I question) the British Government has the authority to allow 18 to 21-year-olds to drive empty vehicles, and by virtue of that to impliedly include them in the excluded category for the use of tachograph records, does it not also follow that a person of any age with a PSV licence enjoys a similar exemption when driving an empty PSV, not actually engaged in the carriage of passengers?

Given the dubious legality of our national legislation on this point, I am certainly not advocating an assumption that a disc is not required, generally, to drive an empty coach.

But it might be an interesting, even useful, line of defence to prompt a court to define when a coach is actually engaged in the carriage of passengers.

Because of the requirement to keep a disc running during the working day, this novel - not to say devious - defence, can clearly be of no avail on positioning mileage during the day, or to return empty to a garage at the end of a duty spell.

It might, however, be argued that no offence is committed by failing to have a disc in use on the first positioning mileage of a working day, by applying the Government's own implied suggestion that a PSV is not in scope of 3280/85, and thus 3281/85, until the PSV actually carries someone - thereby becoming engaged in the carriage of passengers.

If this is the case, the quirky effect goes even beyond that of WTC Coaches - for it really means that, in this circumstance, the driver takes over the vehicle (in the EC regulation sense) not even when he starts driving it, but only once passengers have boarded.

Whilst not over-confident in the veracity of the premises on which this nice little legal argument is founded, I am certain that if I am wrong, there will be no shortage of correspondents telling me so!

# BUYING THE BEST

**What is the best way to buy a coach? Rod Davey examines the options with a number of operators in the first of a special four-part series.**

THERE are two ways to make money out of coaching according to Middlesex operator, Martin Cornell.

'Buy new or buy cheap bangers,' says the proprietor of Feltham-based Ashford Luxury Coaches.

Martin has recently acquired a new 21-seat Mellor Mercedes 709D and an 11-metre Dennis Javelin/Duple 320.

'There's no point in paying £50,000 for someone else's cast-off, then spending another £5,000 to put the coach on the road,' he said.

'Buying new means virtually free maintenance costs for the first four years, better residuals, more customer appeal with your original livery and a better operation - but its doesn't cost you any more.'

He is adamant there is no middle way. 'The only alternative is £5,000 for an old banger and £2,000 for a Dulux job. You'll still earn money and cover your maintenance costs.'

Martin acquires vehicles for his local bus operation this way, either from other local operators or through classified advertising, and says commercial services in Middlesex and Surrey do not support new vehicles.

'Don't just fall for the book value - give the vehicle a thorough individual assessment first,' Martin advises secondhand buyers. 'Decide what you want, look round - then negotiate.'

But he admitted he preferred the lower running costs of new vehicles. 'My three-year-old Dennis Javelin had a spares bill of less than £300 over the last year. My policy is to replace 51-seaters after eight years' service and 20-seaters after six - that way you keep a decent image within the market.'

Fitzcharles Coaches, of Grangemouth in central Scotland, runs a fleet of four Leyland Leopards and eight Volvos on tours and excursions, express and private hire. Ninety percent of the fleet has been bought through main dealers, the remainder through *Coachmart* classified.

*Ashford's 21-seater Mellor Mercedes 709D: owner says buying new makes sense.*

'It depends on the circumstances,' said managing director, Ronald Fitzcharles. 'If you are expanding it's easy to go for a private sale through the classified pages - but for part-exchange you need the dealers.'

Ronald is updating his fleet and has sold four Bedfords 'before the residual disappears' - without advertising, to a previous customer. He replaced them with four Leyland Leopards bought through the classified pages. 'Obviously the finance needs to be arranged beforehand,' said Ronald. 'But all the deals were for much less than the asking price.'

But he does not dismiss business with the dealerships and carries out most of his vehicle transactions with them.

'The main advantage is you've a better chance of getting things put right if anything goes wrong. You might pay a little bit more but you've got more come back. It really depends how fast you can get rid of your own motors through private deals.'

Although he says auctions are 'more of a gamble than a gamble',

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Manufacturers, dealers, operators and passengers - everyone in the industry - will benefit from operators updating now with new or secondhand coaches in time for the summer season.

proprietor of Castleford-based White Rose Travel, Tim Pickett, reckons he got two good buys at ADT in Manchester a year ago.

Last May he bought an F-reg Iveco 49.10/Robin Hood, an ex-NatWest staff coach with 58,000 miles on the clock, and has had 12-months' trouble-free service. Although it was not used as a PSV, it had the necessary CIF.

He is also happy with an ex-Shearings DAF/Plaxton 3200 he bought at the same time. Tim put getting the vehicles at the right price down to market saturation caused by 30 ex-Yorkshire Rider Sherpa/Carlyles up for sale at the time. But buying secondhand sometimes has its problems.

'I bought an ex-London Buses Leyland National with a view to fit a Montreal lift to the centre door - for a three-year contract with West Yorkshire PTE on its Access Express regular stage services,' said Tim.

'But with six weeks to the start of the contract, the lift was not immediately available and I had to ring round for a vehicle to hire.'

The problem was solved with a GM Buses' converted National - Tim persuaded the company to sell it to him and he now uses it as a stand-by and for specialist private hire work.

But other secondhand purchases have been bought through the dealers, such as an ex-London Country Leyland National through Trevor Wigley in Barnsley and an ex-WMT Daimler Fleetline from Lonsdales in Lancaster.

Tim has also bought a Leyland Leopard/Plaxton Elite by word-of-mouth direct from Roys of Morley.

'I have never had any problems with auctions, private deals or the secondhand dealerships and have never felt the inclination to buy new,' he said.

*White Rose Travel: proprietor, Tim Pickett, had two good auction buys a year ago.*

'I am guided by factors such as vehicle condition, price, convenience and circumstances.'

Although the Daimler Fleetline was not under warranty, it came supplied with spare seats.

**'Don't just fall for book value - give the vehicle a thorough assessment ' - Martin Cornell.**

'Lonsdales do not always have the necessary spares, but they are very obliging and always point me in the right direction,' Tim said.

On the other hand, Leicestershire-based Gilbert Kinch distrusts auctions. 'I always like pre-knowledge of the vehicle's history before I buy,' he said.

But unlike Ashford's Martin Cornell, he goes for vehicles in the mid-£50,000+ range for this very reason. He has dealt privately with Ken Flight in Birmingham and recently bought an ex-Havelet LAG Panoramic from Bob Vale Coach Sales.

'There are so many secondhand bargains about I don't know when I'll ever buy new again,' said Gilbert.

And this is quite a change from old policy, for between 1977 and 1983 he bought 49 new Plaxtons, rode out the last recession with new vehicles, and bought his last new coach last year.

But he did have criticism of some dealers' secondhand prices. 'With some prices between £70,000 and £80,000 you may as well buy new.'

But of his mid-price range purchases, Gilbert said: 'They have been well looked after and will earn the same money - but with savings on insurance and depreciation.

'At the moment I am looking after my bottom line because current margins above costs are tight.'

He said his policy will only change when he can view 1992 with confidence.

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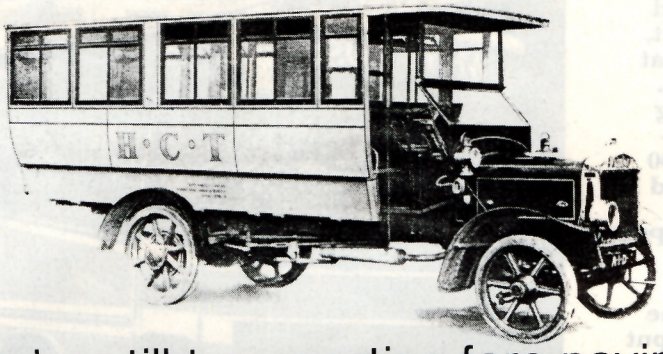


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Weekly report on law and the coach operator by Michael Jewell

# Maintenance problems lead to O-licence cut for Tom Jackson

PLANS to sell the business led Tom Jackson (Chorley) Ltd to neglect its maintenance programme, resulting in an O-licence reduction for the firm.

The licence has been renewed for a two-year period only, and with a reduced vehicle authorisation, by the North Western deputy traffic commissioner, Ken Birchall.

The company appeared before the commissioner at a Manchester public inquiry following an adverse maintenance report.

It had initially applied to renew its licence in respect of 11 vehicles, its previous authorisation being 17, but during the proceedings the application was reduced to eight vehicles.

Department of Transport vehicle examiner, Alan Singleton, said he did a maintenance investigation in January. A previous unsatisfactory maintenance report and the issue of nine prohibitions had led to the company's licence being renewed for a limited period of two years in 1988. In December 1990, two vehicles failed their annual tests.

The company's work consisted of stage carriage, school contracts and private hire. At the time of the investigation, 11 vehicles were used but that had now been reduced to six. The general condition of the fleet was poor.

He issued three immediate prohibitions for defects which seemed to be of long standing. Inspection arrangements varied considerably.

Maintenance was said to be contracted out and a self-employed fitter used as and when needed.

**For the company, John Backhouse said fleet size reduction should control maintenance situation.**

The company had its own workshop which could house two vehicles. The workshop had been neglected and allowed to deteriorate. Only one fitter had been employed since August and he was expected to maintain 11 vehicles. Records were available but only for a limited period from March to August.

For the company, John Backhouse, said that matters had deteriorated during a period during which the principal director, Tom Jackson, did not exercise control.

In January he had again taken control. The vehicles were now being inspected by a firm of consultant engineers.

Mr Jackson said that at the moment the company had six vehicles and one on hire for the summer. He wanted to acquire an eighth vehicle as a spare. Negotiations for the sale of the company's premises had been going on for some time and he had earmarked a new site which it was planned to move to. Realistically, the move would not take place for another year.

Transport Technical Services, of Sandbach, had been contracted to carry out vehicle inspections every four weeks. There had been no further prohibitions since the vehicle examiner's visit and there were no problems with finance.

Mr Jackson said that originally there was going to be a management buyout. As he was disposing of the premises, he thought it followed to dispose of the company as well. The staff expressed interest in acquiring the business and he let them have day-to-day operational control. The buyout arrangements fell through and he discovered the shortcomings in the maintenance.

Mr Birchall said he had been concerned about the company's maintenance at the 1988 public inquiry, and that was why he restricted the licence to two years. Mr Jackson had handed over the business in April 1990. The traffic area was not informed and it ought to have been.

Mr Backhouse said that things had gone wrong before the 1988 public inquiry.

**Commissioner warned the consequences would be severe if maintenance situation continued.**

They were put right until the control of the business changed hands.

Mr Jackson was now reducing his fleet substantially to a small operation and that was how it will continue. The reduction should control the maintenance situation.

Renewing the licence for eight vehicles for two years, Mr Birchall said he wanted to see how the maintenance situation progressed.

He said consequences would be severe if there were further problems.

# South Ribble's licence in the balance

**AN APPLICATION for a new one-vehicle restricted licence by George Greenhalgh, trading as South Ribble Minicoaches of Southport, hangs on firm evidence of the company's financial situation.**

**Mr Greenhalgh appeared before the North Western deputy traffic commissioner, Ken Birchall, at a Manchester public inquiry.**

**He told the commissioner that he wanted to run a 12-seater minibus.**

**He was experienced in the business, having operated 19 public service vehicles during the 1960s.**

**Mr Greenhalgh had sold out but kept in touch with the business through Mercers.**

**He said he did not have any bank references as he usually dealt in cash.**

**He moved to Southport a year ago and he had a building society account only.**

**The inquiry heard that Mr Greenhalgh had another occupation as sales manager of a caravan company.**

**He had opened a business account with the Yorkshire Bank.**

**However, unfortunately, as he had not traded, that account had not been used.**

**His father was injecting money into the business.**

**Mr Birchall said that he needed to be satisfied that Mr Greenhalgh had adequate financial resources.**

**He required letters from the building society, the bank with the business account, and Mr Greenhalgh's father.**

**The deputy traffic commissioner said that, provided those letters were deemed to be satisfactory, a one-vehicle licence would then be granted.**

Weekly report on law and the coach operator by Michael Jewell

# Traffic area may appeal against Happy Days' court decision

WEST Midland Traffic Area is considering appealing to the High Court against a decision of Eccleshall magistrates to dismiss allegations of tacho offences by two drivers employed by Happy Days (Woodseaves) Ltd.

It was alleged the two had failed to make manual entries on tachograph charts showing journeys to join coaches they were to drive to the Continent.

A number of the company's drivers are facing a series of similar allegations, together with a number of alleged drivers' hours offences.

The company is accused of permitting the offences by the drivers.

It was agreed that the court should hear sample charges brought against Jane Loveday, of 163 London Road, Balderton, Newark, and Michael Mitchell, of Tollgate House, Knightley, Staffordshire. Miss Loveday was accused of four offences and Mr Mitchell of two offences.

Michael McKnight, prosecuting, said the offences came to light following a spot check on the company's tachograph charts for a two-month period. The specific complaint was that the two defendants had failed to make manual entries on charts in July and August last year.

It was common ground that they neither drove nor travelled in the coaches they joined, until the time at which they inserted and properly used a chart - other drivers having taken the coaches to pick up the passengers.

The prosecution argument was that the drivers were on duty from the moment they reported, as instructed, to Woodseaves to be ferried to the coach. Consequently, they should enter manually on the chart the journey by other transport to the takeover point.

*Happy Days: a number of drivers are facing allegations.*

If they did not make a manual entry, the chart would give a false impression to any enforcement officer looking at it that they had only come on duty at the time the tachograph recordings commenced whereas in fact they had come on duty some time earlier at Woodseaves.

It was important to know when the daily rest period had ended, and the failure to make manual entries on the charts defeated the object, which was to enable the examination of the tachograph charts to show a continuous period.

Defending, John Backhouse, said that a driver who had been on duty on 'out of scope' driving, for example, on a regular local service, was not required to make a manual entry on his tachograph chart if later the same day he performed driving within scope. There would be the same lack of information on the chart if it was looked at without asking the driver what previous duty, if any, he had been on or alternatively looking at his duty roster and timetable.

Mr Backhouse argued that, from the wording of the EC regulations, it was clear that a driver was only required to use the tachograph 'from the moment he or she took over the vehicle.' It was clear from the evidence that the defendants took over the vehicles at the time they inserted the charts.

He said until they had travelled in the coaches concerned, the defendants were not 'drivers', as defined in the regulations. Until they were 'drivers', as defined, they were not required to comply with the regulations as far as keeping records was concerned.

It was an essential element of the record-keeping requirements that entries should be made contemporaneously and not retrospectively.

A driver could never normally wait until later in the day to make a manual entry of time on and off duty, etc. However, if the prosecution was right, that was exactly what it was saying the defendants should have done.

He referred the magistrates to the decision of Liverpool Crown Court, in the case of Gordon Woods, in which it was held that the moment when a driver took over a coach was a matter of fact in each particular case, and in that case the driver, although travelling north to Glasgow on the coach he later drove, did not take it over until he was in Glasgow *(Coachmart*, May 9).

Arguing there was no case for the defence to answer, Mr Backhouse also referred the court to the decision of Bolton Crown Court, allowing an appeal by Smiths Shearings Ltd against its conviction on drivers' hours and tachograph offences, in which the court concluded that the burden of proving that driving in a particular case fell within the scope of the EC regulations was on the prosecution. He said the evidence in the present case did not prove that it did.

Dismissing the charges against Miss Loveday and Mr Mitchell, the magistrates said they concluded that the defendants were not 'drivers' at the material times and had therefore not failed to comply with the regulations.

They were somewhat concerned that there appeared to be a gap in the provisions but they were satisfied that the defendants were not guilty of an offence.

After Mr McKnight had indicated that the prosecution wished to consider appealing to the High Court, the magistrates adjourned the remaining charges until a date to be fixed and ordered that Miss Loveday's and Mr Mitchell's defence costs be paid out of public funds.

Weekly report on law and the coach operator by Michael Jewell

# United Counties was right to dismiss woman driver

THE dismissal of lady driver, Helen Chalmers, by United Counties Omnibus Co Ltd for ticketing offences has been held to be reasonable by a Leicester industrial tribunal.

The industrial tribunal said that Mrs Chalmers had been sacked last October for gross misconduct.

The company had clear evidence that she had taken money from two passengers without issuing tickets.

Mrs Chalmers had said that she was distracted from issuing tickets after taking the money, by an old lady who wanted to get off the bus.

United Counties had not accepted that explanation, and the tribunal believed that it was reasonable in not doing so.

**Driver said she was distracted from issuing tickets after taking the money by an old lady who wanted to get off.**

The collection and issuing procedure only took seconds and was said to be a well-known procedure.

The industrial tribunal heard that Mrs Chalmers had been warned earlier about breaking that procedure.

The disciplinary hearing and the two appeals had been conducted fairly, in the presence of Mrs Chalmers' union representative, said the tribunal.

It accepted that United Counties was reasonable in treating the incident as gross misconduct.

Members of the industrial tribunal also considered the allegations of inconsistent treatment with other United Counties employees, but accepted that the cases concerned were different from that of Mrs Chalmers'.

# Daughter gets PSV licence

JANE Horne, the daughter of Merseyside coach operator James Horne, has succeeded in obtaining a PSV operator's licence.

Miss Horne, trading as Jane's Travel, of Maghull, applied for a new, two-vehicle national licence to the North Western deputy traffic commissioner, Ken Birchall.

Mr Horne said he would be acting as his daughter's transport manager. She initially intended to acquire one vehicle, and a second within a year. There would be adequate finances available and his company would be responsible for maintenance.

Miss Horne said she was starting a course to obtain the Certificate of Professional Competence. Once successful, she would dispense with her father's services.

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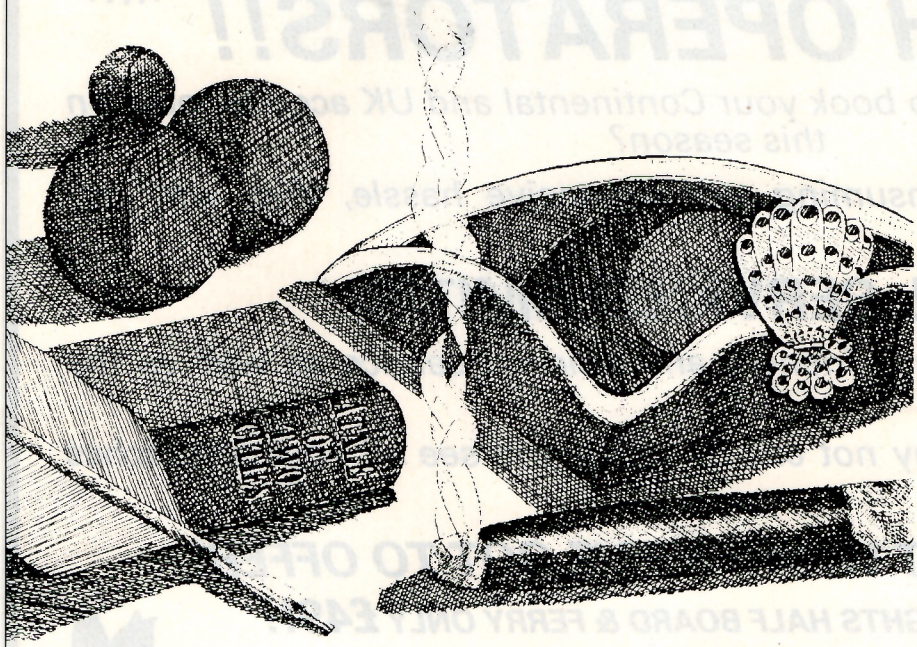
* Rates given for information only as applied at 225 Campanile hotels, subject to change without notice. Supplementary charge at certain hotels.

M.CANN

# Drake, Nelson, Pepys, Dickens and Churchill have all been.



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To find out more, simply clip the coupon or call Sarah McKie on 0634 812551 (fax 0634 826918).

**Post to: Marketing Dept., Historic Dockyard, Chatham, Kent, ME4 4TE**

***YES,* please send me details of travel trade/group discounts.**

***Full name*** _____

***Address*** _____

_____

_____ ***Postcode*** _____

*Please tick* ✔
***Coach operator*** ☐
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***Group organiser*** ☐

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*Chatham, Kent*

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# Low-geared prices at top-gear event

THIS October's London Motor Show will be giving heavy group discounts to operators.

The Earl's Court event - Motorfair '91 - will begin on October 17 with an exclusive public preview day. There is no discount on the £12 ticket price but the event may appeal to corporate clients and incentive groups.

From October 18 to 27, the admission price of £7 (or £4 for children under 14 and OAPs) is reduced to £5 (£3 concessionary). To help promote excursions, Motorfair has produced posters and leaflet about the event which are available on request.

The show opens at 0930 each day closing at 1930, with the exception of the 24th, when it closes at 2100, and the 27th when it closes at 1800 hrs.

Two special events during the show will be the Motor Sport Day on the 22nd and the Brooks Classic Car Auction on the 24th. The hall used, Earls Court 2, will enlarge the show by 40 percent.

**Full details of group bookings are available from Vivienne Orchard, Philbeach Events Ltd, Earls Court Exhibition Centre, Warwick Road, London SW5 9TA, Tel:071 370 8214.**

## Zoo-oom!

CHESTER Zoo's push for more visitors has brought it right into the 21st Century with an air-conditioned overhead monorail.

The new transport system takes customers on a 'flight' over the major exhibits so that they can see the full layout of the zoo.

The extra revenue gained this year will go - as does most of the zoo's profit - into breeding programmes for the animals. Endangered species like the black rhinos may well have to be reintroduced to the wild from zoo stock.

**Details of group prices are from Chester Zoo, Upton, Chester CH2 1LH, Tel:0244 380280, extension 209, Fax: 0244 371273.**

*A BIRD'S eye view of EuroDisney shows the massive size of the development, on schedule in the building but yet to announce its group plans. The complex has already opened a 'preview' centre with models of the eventual layout of the French project, expected to take in 80,000 people a day in its first year.*

## Diamond discounts

ASCOT racecourse is offering a 25 percent discount for bookings on 1992's Diamond Day, set for Saturday, July 25.

A full list of provisional race days for 1992 has now been set. Discounts apply to most, with a three-course lunch at group rates. The Queen Anne Building has function rooms available for hire for corporate clients.

**Full details of race days and other facilities are from Ascot Racecourse, Tel: 0344 22211.**

## Bar codes solve wholesale problem

THE American Adventure Theme Park in Derbyshire has begun a ticket wholesaling scheme which could save £3.55 on the standard admission of £8.50.

The scheme allows the operator to get blocks of 100 tickets, bar-coded, free and pay for them at £4.95 each as his clients are admitted to the park. Operators fill out a simple form giving banker's details to join the scheme.

During the summer, the American Adventure Theme Park is taking TV, radio and newspaper advertising. It will be backing up operator publicity with full-colour leaflets.

**Full details are from the American Adventure Theme Park, PO Box 1, Ilkeston, Derbyshire DE7 5SX, Tel: 0773 531521, Fax: 0773 530238.**

## Lights go on

WALSALL'S Arboretum Illumination display starts on August 31 with extra attraction for children.

Thomas the Tank Engine will be joining Postman Pat and the Shoe People in the Arboretum, while adults can enjoy not only the illuminations but a display detailing the history of them - from candles in jam jars to the present day.

A coach park is being provided together with a three-tier pricing structure. The first two weeks of the Illuminations, except Saturdays, entry will cost just £1 or 50 p for chiuldren and OAPs.

Saturday entry is £3, Friday and Sunday £2 and Monday to Thursday £1.50, with a 20 percent discount for groups in the first two weeks, 10 percent thereafter.

**For full timings and details contact Walsall Illuminations on 0922 653140/41.**

## Who fans to MOMI

DR WHO fans will be flocking to the Museum of the Moving Image on the South Bank, in London, for this summer's exhibition of memorabilia.

**Full details of the Dr Who exhibition are from MOMI, Tel:071 928 3535.**

## Swedes back in

THE SCANDINAVIANS are coming back to Britain and offsetting the disastrous American boycott which began during the Gulf War.

Young Swedes, Norwegians, Finns and Danes are attracted to London byt the nightlife, low prices, football and the general ambience says the London Tourist Board's Gaye Littmoden.

'This market looks very buoyant,' she said after returning from a trade exhibition in Gothenburg.

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- 144 bedrooms all with en suite shower/WC
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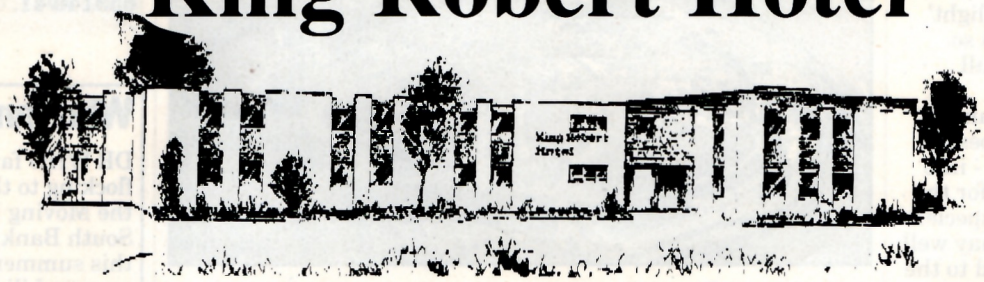
# King Robert Hotel



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Situated in the heart of Central Scotland with spectacular views over Scotland's heritage, the famous site of the Battle of Bannock Burn.

Yet the hotel is only 30 mins drive from Edinburgh or Glasgow and several minutes from Stirling town centre.

Once your party is settled into our 54 bedroomed hotel (total guest capacity 106) you will understand why the comfortable well equipped ensuite bedrooms, relaxing bars and restaurant serviced by our friendly efficient staff will make them reluctant to leave.

Our newly built 27 bedroomed extension and four fully equipped conference rooms surrounded by a large coach park are due to open in April 1991.

We guarantee that you will be pleasantly surprised by our keenly priced group rates.

***Can your company afford to overlook our competitive terms?***

*Group bookings can be made direct to Hotel or by contacting:*

**Voyager Travel (Groups Department), Rutherglen Business Centre, 81 Farmeloan Road, Rutherglen, Glasgow G73 1EE**

**Telephone 041 647 6311 Fax 041 613 1459**

# Never too late at Consort

BRITAIN'S largest hotel consortium has set up a special late booking service for coach operators.

Consort is hoping to make up for the shortfall in American guests this summer with UK and European visitors. In its group travel bulletin it claims to have solved two of the problems faced by operators.

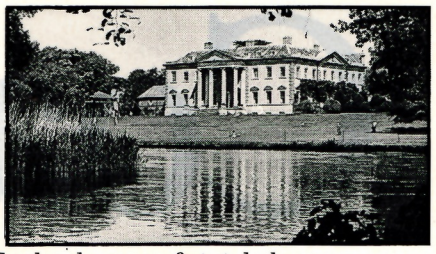
The late booking service, it claims, will help make allowance for the fact that short breaks and some full-blown holidays are being booked at the last minute by clients. Consort hopes to match operators' groups to a hotel almost immediately.

Growth in sales of themed and special interest breaks has persuaded Consort to put together its own package of tailor-made breaks - mostly weekends. Deep-sea fishing, old-time dance, gourmet cooking, clay pigeon shooting, survival games, murder mystery puzzles and cabaret are all available. Christmas and New Year packages are being set up at a large number of Consort hotels.

The addition of new member hotels added 1,000 rooms to Consort's portfolio this year. Portsmouth's Queen's Hotel, Ashley Court at Andover, the White House Hotel at Cheltenham and prestigious Armathwaite Hall in the Lake District brings 250 hotels under its umbrella.

**Consort can be contacted at Ryedale Building, Piccadilly, York YO1 1PN, Tel: 0904 620137, Fax:0904 611320.**

## Treasure hunt for snappers



CAMERA clubs and photographic societies will be the first port of call for operators arranging trips to any of the Treasure Houses of England group of stately homes.

Kodak have jointly sponsored a competition boasting £2,500 in prizes including a £1,000 prize for the winner. 1989's winner photographed the Grand Bridge at Blenheim, but pictures of any of the eight THE members will qualify.

In the THE group are Beaulieu, Blenheim Palace, Broadlands (pictured), Castle Howard, Chatsworth, Harewood House, Warwick Castle and Woburn Abbey.

## High-flying weekends

HOTEL Ibis has put together a range of weekend group packages tailored to special interests.

The weekends, starting at just £15.50 a head bed and breakfast, encompass ballooning in Swindon, gardening weekends in Luton, theatre weekends in London, Christmas and New Year packages, and Howard's Way weekends in Southampton.

London-based breaks are particularly favoured by Ibis, which has three London-area hotels at Euston, Greenwich and Heathrow. The Luton Hotel is particularly suitable for incoming tourists while Swindon and Southampton hotels are surrounded by an area rich in tourist attractions.

**For further information contact Hotel Ibis sales manager Catherine Lambert, Tel:081 759 3433.**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**offer for coach tour operators**
**GROUP RATES IN GBP PER PERSON PER DAY: 1991**

**PORTOROŽ** – SPRING AND AUTUMN MEANS SUNSHINE

*SPECIAL OFFER*

THE MILD CLIMATE, mediterranean vegetation and the attractive tree lined promenade make PORTOROŽ the ideal choice for Spring and Autumn breaks.

JUST WITHIN WALKING DISTANCE is the characteristic medieval town of Piran and "Forma Viva", the open air art and sculpture exhibition, and the nearby salt pans still working after many centuries.

PLACES TO VISIT: Caves of Postojna, the most magnificent in Europe. LIPICA, the famous stud farm dating back over 400 years, PULA, noted for its Roman Amphitheatre, or take a spectacular hydrofoil trip to VENICE.

HOTELCOMPLEX RIVIERA: modern and friendly hotels with comfortable rooms, all with shower/wc, majority with balcony, sea-view, telephone, central heating, situated in the centre of PORTOROŽ with indoor heated "sea-water" swimming pool and jacuzzi, sun terrace, choice of bars and lounges in complex, ice cream parlour/patisserie and dancing most nights.

– In low season the hotel management invite their guests to a WELCOME DRINK and give them useful information.

– "SAILOR EVENING" candelight evening with entertainment and dancing create a relaxed and informal atmosphere (only with half or full board)

– Breakfast – buffet style

– Entrance to the indoor swimming pool

For INFORMATION and RESERVATION: Mr Janez Sterle, Mrs Slavica Forgan, Mrs Diana Peloza, Mrs Ilse Ziber.

This year we are again participating at the

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# Royal Victoria Hotel

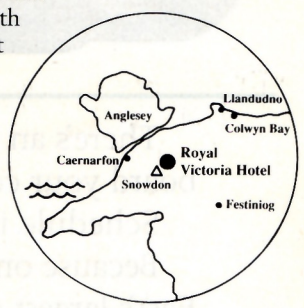
## Llanberis, Gwynedd LL55 4TY

In the very heart of North Wales at the foot of Snowden itself, the Royal Victoria Hotel is so well located in a magnificently scenic area that it abounds with all the features that typify Wales.

The awesome Snowdonia mountain range and the breath-taking valleys and lakes; these form the "back garden" to the hotel, so superbly is it sited.

We have established an enviable reputation as specialists in group bookings. Fully licenced, with 116 bedrooms all en suite with complimentary tea/coffee making facilities, colour TV with Satellite Channel, radios, direct dial telephone and alarm call.

The restaurant will seat 220 guests, the hotel offers an unrivalled service with very competitive group rates, all in the centre of the very area the tourist wishes to see. No tour in North Wales is complete without a visit to the Royal Victoria Hotel.

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Lakeside is home to hundreds of shops, a 7 screen cinema and an International Food Court seating 600.

The Lakeside Pavilion offers excellent views across the 20 acre lake, a regular venue for many water-sports events. (Watch out for the floating Mississippi Paddle Steamer restaurant and bar which opens later this year).

The whole centre is open late 6 nights a week too. Which means that your

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timetables can be tailor-made to profit.

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Following new bursts of TV advertising, eager passengers will be asking local operators about services to Lakeside.

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contact Thurrock Lakeside on (0708) 869933 for further information.

And start looking forward to some excellent returns.

869933. OPENING HOURS: Mon-Thurs 9.30am-8.00pm, Friday 9.30am-9.00pm, Saturday 9.00am-7.30pm.

# Hotel group 'horrified' by coach treatment

TREATMENT of coach passengers which 'horrified' Compass Hotels' marketing manager led to a rethink for the London-based group.

Gordon Lisney and his wife travelled on a coach holiday to find out what it was like in the mid-'80s: With one exception, our treatment horrified me. I had, at that time, been in the hotel industry for nearly 20 years and probably for the first time I was ashamed of it,' he says.

Compass now adheres to a policy which, it says, ensures everyone is treated as an individual - with the exception of set meals where price competitiveness is needed.

'For dinner we would prefer guests to be at small tables and be given a choice of table d'hote menus,' says Compass. 'But for the coach operator to be able to compete in this marketplace we often have to provide a set meal.'

To attract small operators, Compass has also put together a Coaching Pack which suggests itineraries and compiles lists of local attractions for each hotel. Compass claims this could save both time and expense in planning tours.

Operating just nine four and five-crown ETB approved hotels spread from Sussex to Cheshire, **Compass is at the Great Eastern Hotel, Liverpool Street, London EC2M 7QN, Tel:071 626 1289, Fax: 071 696 0086.**

## Visit London four-star style

FREE accomodation for children is being offered in a London tour package by Mount Charlotte Thistle Hotels.

The London-based group can accomodate four people - two adults and one or two children - for £142 in a three-star hotel or £166 staying in four-star accomodation. Both prices include a full tour, visit to open markets, a picnic in Hyde Park, a visit to Docklands and continental bed and breakfast.

The family breaks are available from July 15 to the end of August in most of the group's hotels.

**Mount Charlotte Thistel Hotels group reservations number is 071 724 1212.**

## 1992 rates released

EUROPEAN hotel group Arcade has released 1992 group rates for its Portsmouth hotel.

The 144-bed modern hotel offers the usual facilities including tea and coffee-making equipment and can add extra beds to larger rooms if required. The full breakfast is self-service.

The hotel, in Winston Churchill Avenue close to the city centre and ferryport, has three large conference rooms for corporate clients.

Bookings made this year can take advantage of a themed itinerary put together by the hotel. Priced between £60 and £70 for a dinner, bed and breakfast on two nights, the breaks include Wheels within Wheels (based at Beaulieu Motor Museum and Maritime Museum), Maritime Heritage, Ship and Shore and Ancient Trails (visiting old houses).

Next year Arcade Portsmouth prices are based on a peak-season £22 a night shared twin, per person including breakfast. Single supplement is £9 while a triple room adds £12, and a fourth bed a further £6.50. Three-course set dinner is available at £9.95.

Arcade has hotels throughout France, in Germany, Belgium, and Luxembourg.

**Full details of Hotel Arcade are by 'phoning 071 621 1962. Arcade Portsmouth can be contacted by 'phoning 0705 821992, Fax:0705 863460.**

***DOWN Hall in Hertfordshire is selling peak-season group bookings at a half-board rate of £40 a head. The picturesque country house has 100 rooms in all and boasts four-star standards throughout. It has 110 acres of its own grounds and is situated within striking distance of Cambridge and the Constable Country of Suffolk. Full details of group dates available from Down Hall, Hatfield Heath, Bishop's Stortford, Herts CM22 7AS, Tel:0279 731441,***

## Two doubles save cash

HOLIDAY Inn Garden Court is hoping to attract family groups with its policy of having two double beds in every twin room.

While Holiday Inns are known more for their international status than their cheapness, the cost for a family group of four sharing one room is less than £10 each... breakfast extra. The benefits of the vast amount of commercial business attracted by Holiday Inn is reflected in the weekend prices. Weekdays are much dearer.

Holiday Inn Garden Court hotels are at Ashford in Kent, Northampton, Royal Leamington Spa, Nottingham, Warrington in Cheshire, Lincoln and Edinburgh. Prices per night, per room, start at £33 weekends rising to £55 weekdays.

**Full details of Holiday Inns are available from Holiday Inns UK, Bridge Street, Banbury, Oxon OX16 8RQ, Tel:0295 272278, Fax:0295 257362.**

## Group swallows £6 million bill

SWALLOW Hotel in Sunderland has reopened after a £6 million package of development.

The former three-star hotel - now upgraded to four-star luxury - is celebrating its restyling with a £90 three-day half-board package for coach operators bringing visitors to Sunderland's Illuminations in August.

The 66-bed hotel located at one end of the spectacular illuminations - set at Roker Park and Seaburn - now has a £1 million Swallow Leisure Club facility.

Packages of one night and two nights are also available at similar discounted rates for coach parties.

The illuminations have attracted 15 million visitors since reopning in 1986. The displays include drive-in movies, street theatre, fireworks, beauty contests and fashion shows. In all, 150,000 bulbs are used in the lighting display.

**Details of the Swallow Hotel package are available from Swallow Hotel, Queen's Parade, Seaburn, Sunderland SR6 8DB, Tel:091 529 2041, Fax: 091 529 4227. Details of the Sunderland Illuminations are on 091 567 9400.**

# A Great day trip for you to offer !

**ALL-IN TICKETS - £3.99**

Children £2.99; O.A.P's £2.50

with a wide range of facilities for all the family

PLUS - Our generous group discounts make this an appealing day out for you **and** your customers!

**RIDES & LIVE ENTERTAINMENTS GALORE -**

All included in the admission price !

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A REALLY SPECIAL DAY OUT THAT WILL SELL ITSELF !

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# STAR HOTEL

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***The ideal location be it for one night stay, a weekend or longer***

Situated opposite the river within easy reach of the town centre and bustling seafront. Great Yarmouth is also a good base for discovering the broads and Norwich. A little further is the Royal House of Sandringham.

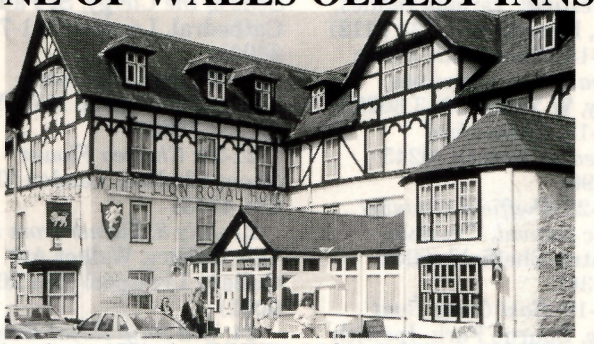
All 40 rooms have en suite facilities.

Special interest packages can be arranged.

**PLEASE CONTACT JULIAN WOOLDRIDGE ON 0493 842294**

Please note we are also an ideal location for morning coffee, lunch, afternoon tea or dinner.

# ENJOY THE ATMOSPHERE OF ONE OF WALES OLDEST INNS!



Dating from 1759 the WHITE LION ROYAL HOTEL AT BALA is a superb location for a mealstop or a week's stay!

This historic hotel is situated in a lakeside resort which is the most central town in the northern half of Wales, and an ideal base for a touring holiday – all of north-mid Wales and Chester are within an hour or so drive.

2 Dining rooms for 65 and 30. 22 Bedrooms all with en suite facilities, Tea and Coffee making facilities, direct dial telephones and colour television. (4 basic bedrooms without private facilities also available this year). Car park at rear suitable for both coaches and cars.

*Driver or organiser free for parties of more than 20 paying customers.*

Fully licensed – Two bars. Discover the gwyniad.

**WHITE LION ROYAL HOTEL,**
**61 HIGH STREET, GWYNEDD LL23 7AE**

**TEL: 0678 520314**

★★ AA & RAC. A member of Consort Hotels. FOUR CROWN RATING

**WELCOME to the latest update in our new-look Coach Tours & Excursions Trip Planner. If you're looking for an idea for an off-the-cuff day trip or excursion, just flick through the list of events below.**
**We'll be bringing you regular information on what's happening in the coming weeks on a regular basis in our new-style, weekly CT&E pages.**

## MAY

16-September 1: *National Battle of the Bands,* Club Rio, Bradford (0274 735549)

16-August 31: *Monsters of the Deep,* Yorkshire Museum, York (0904 629745)

16-September 8: *Jordan - Treasures from the Desert Kingdom,* Liverpool Museum (051 207 0001)

16-May 31: *Cornwall Gardens Festival,* various gardens, Cornwall (0872 74057)

16-December 31: *Charles Babbage Bicentenary,* various events (0803 866425)

16-19: *Federation of Northern Art societies,* Shipley Art Gallery, Gateshead (091 4771495)

16-June 16: *The Art Machine,* Barbican Centre, London (071 638 5403)

16-August 30: *Henry VIII at Greenwich,* London (081 858 4422)

16-October 31: *Travellers Joy exhibition,* Minster Yard, York (0904 624247)

16-October 31: *Flower paintings exhibition*, Minster Yard, York (0904 624247)

16-December 15: *Street Music exhibition,* Sheffield (0742 557701)

16-18: *Newbury Spring Festival of visual arts,* Newbury, Berks (0635 32421)

16-19: *Soho International jazz festival,* various venues, Soho, London (071-734 6112)

16-18: *Wharfedale music festival,* various venues, Ilkley, W Yorks (0943 607835)

16-18: *Chelmsford Cathedral festival* (0245 359890)

16-25 *Sheffield chamber music festival,* Crucible Theatre, Sheffield (0904 645738)

16-19: *East Coast Boat Show,* Bourne Park, Ipswich (0932 854511)

16-18: *Devon County Show,* County Showground, Exeter (0392 444777)

17-19: *Southern Counties craft market,* Farnham, Surrey (0920 870040)

17-26: *Battle festival of music, drama and art,* Battle, E Sussex (0424 892516)

17-June 9: *Wolds Festival,* villages around Bridlington, Humberside (0262 678255)

18: *Barbon speed hill climb,* Barbon, Cumbria (0539 740777)

18: *Otley Agricultural Show,* Otley, W Yorks (0943 462541)

18: *Ripon Choral Society concert,* Ripon Cathedral (0423 780125)

18: *FA Challenge Cup Final,* Wembley (071 262 4542)

18-19: *Medieval May Fayre,* Mickleham, nr Dorking, Surrey (093287 3811)

18-19: *Model boat rally,* Windermere Steamboat Museum, Bowness-on-Windermere, Cumbria (09662 5565)

18-19: *Carriage driving trials,* Newby Hall, Ripon (0423 322583)

18-19: *Fighter Meet '91,* North Weald Airfield, Epping, Essex (09274 28989)

19: *Beamish Morgan Car meet,* Beamish Open Air Museum, Co Durham (0207 231811)

19: *Manchester Air Show,* Barton Aerodrome, Eccles, Greater Manchester (06199 787 7801)

19: *BMF Rally,* East of England Showground, Peterborough (0533 548818)

21: *Annual Festival of the Sons of the Clergy,* St Paul's Cathedral, London (071-799 3696)

21-22: *Open Air comic opera,* Nunnington Hall, York (0625 575681)

21-24: *Chelsea Flower Show,* Chelsea, London (071-834 4333)

*21-July 8: Turner from the Tate Gallery,* Walker Art Gallery, Liverpool (051 207 0001)

24: *Old Ship Royal Escape Race,* Brighton, Sussex (0273 29001)

24-25: *Jazz Festival,* various venues, Barnsley, S Yorks (0226 733272)

24-27: *Chippenham Folk Festival,* Chippenham, Wilts (0249 657170)

24-June 9: *Bath International Festival,* Bath, Avon (0225 462231)

24-June 9: *Swaledale Festival,* various venues in Swaledale, N Yorks.

25: *Family Day,* Ravenglass Railway, Cumbria (0229 717171)

25: *Hutton Roof country fair and Fell Race,* Kirkby Lonsdale, Cumbria (05242 71437)

25: *Fountains Fun Run,* Ripon, N Yorks (0765 86333)

25: *Haworth May Pageant,* Haworth, W Yorks (0535 43608)

25: *Spring Bank Holiday Gala,* Framlingham, Suffolk (0728 723 472)

25-26: *Air Fete '91,* RAF Mildenhall, Mildenhall, Suffolk (0638 512995/513341)

25-27: *In Steam weekend,* Crofton, Wilts (0689 31123)

25-27: *Appleby Harness Racing,* Appleby-in-Westmoreland, Cumbria (07683 51256)

25-27: *Spring Waterways Festival,* Boat Museum, Ellesmere Port, Cheshire (051 355 5017)

25-27: *Tatton Country crafts festival,* Tatton Park, Knutsford, Cheshire

25-27: *Horse racing,* Doncaster racecourse (0302 320066/7)

25-27: *Leeds steam spectacular,* Leeds, W Yorks (0751 73780)

25-27: *Spring Bank Holiday trains,* Middleton Railway, Leeds (0532 710320)

25-November 2: *Hot Ice Show,* Blackpool Pleasure Beach (0253 41033)

26-June 2: *Wirral countryside weekend,* various venues Wirral (051 647 2366)

26: *Arab Horse Society Show,* East of England Showground, Peterborough (0945 81455)

26-27: *Trolleydays,* Sandtoft Transport Centre, Sandtoft, S Yorks (0932 851650)

26-27: *Wigfield Farm and Worsborough Mill open day,* Worsborough, Barnsley, S Yorks (0266 733272 ext 3136)

26-27: *Medieval jousting tournament,* Belvoir Castle, Grantham, Lincs (0476 870262)

26-27: *Southend-on-Sea Airshow,* Southend seafront (0702 355166)

26-30: *Funfair*, Alexandra Park, Wood Green, London (0860 310970)

27: *National Hunt racing,* Devon and Exeter racecourse (0626 61843)

27: *Weymouth Devenish trawler race,* the Harbour, Weymouth (0305 783971)

27: *North Somerset Show,* Ashton Court Estate, Bristol, Avon (0272 643498)

27: *Kirkby Lonsdale Ducky Derby river race,* Kirkby Lonsdale, Cumbria (05242 71437)

27: *Fakenham Races,* Fakenham, Norfolk (0328 862388)

27-September 14: *Minack Theatre festival,* Minack Theatre, Porthcurno, Cornwall (0736 810694)

29: *South Tynedale Children's Day,* South Tynedale Railway, Alston, Cumbria (0434 381696)

29-30: *Suffolk Show,* Suffolk Showground, Ipswich (0473 726847/726367)

29-June 1: *Royal Bath and West of England Show,* Showground, Shepton Mallet, Somerset (0749 823211)

29-June 1: *Truro International music and dance festival,* various venues, Truro, Cornwall

31: *Mayfair,* various venues, Berwick-Upon-Tweed, Northumberland (0289 330044)

## JUNE

1: *Allendale Fair,* Market Square, Allendale, Northumberland (0434 683269)

1-2: *Longleat Horse Trials,* Warminster, Wilts (0985 40835)

1-2: *Custom Motor Show,* Doncaster Exhibition Centre, Doncaster (081-868 4499)

1-9: *Swaledale Festival,* various venues throughout Swaledale, N Yorks

1-16: *Wirral festival of sport,* various venues, Wirral (051 647 2366)

1-28 July: *Pharmaceutical Society anniversary exhibition,* Cusworth Hall Museum, Doncaster, S Yorks (0302 782342)

2: *Power Boat racing,* Poole, Dorset (0202 707227)

2: *Farm open day,* Durham City, Durham (091 386 1351)

2: *Riddlesden Revels,* Keighley, W Yorks (0535 607075)

3: *Coronation Day gun salute,* Hyde Park, London (071-930 4466)

4-6: *Beating the Retreat,* Horse Guards Parade, London (071-930 4466)

5: *Special evening,* Beningbrough Hall, Beningbrough, N Yorks (0904 470666)

5-6: *Raby Home Farm open days,* Raby Castle, Darlington, Co Durham (0833 60202)

# CT&E TRIP PLANNER

6-9: *Royal Cornwall Show, Showground,* Wadebridge, Somerset (0208 812183)
6-9: *National Patchwork championships,* Hatfield House, Hatfield, Herts (0603 812195)
6-12: *Appleby Horse Fair,* Appleby-in-Westmoreland, Cumbria (07683 51177)
7-23: *Aldeburgh Music and Arts festival,* Snape Maltings, Snape, Suffolk (0728 452935)
7-30: *Mersey river festival,* River Mersey (051 236 6090)
8: *Lord Mayor's Parade,* City Centre, Liverpool (051 735 2851)
8: *Finish of Milk Race,* Liverpool City Centre (051 236 5411)
8: *Knaresborough bed race,* Knaresborough, N Yorks (0904 646868)
8-9: *Victorian Country Craft Fayre,* Chiswell Green, St Albans, Herts (093287 3811)
8-9: *Scarborough Show and Air Display,* Scarborough, N Yorks (0723) 351434
8-9: *Steam and Transport rally,* Wrotham, Kent (0732 882466)
8-23: *Scarborough Fayre,* Scarborough, N Yorks (0723 369151)
8-July 7: *Sculpture Exhibition,* York City Art Gallery (0904 623839)
9: *Bristol-Bournemouth vintage vehicle run,* Ashton, Bristol (0935 25597)
9: *Holker hot air balloon rally,* Holker Hall, Cark-in-Gartmel, Cumbria (05395 58328)
9: *Garden Sunday,* Eggleston Hall gardens, Barnard Castle, Co Durham (0833 50378)
9: *SSAFA international air display,* RAF Church Fenton, Tadcaster, N Yorks (071-403 8783)
9: *Shuttleworth Summer Festival,* Shuttleworth Collection, Biggleswade, Beds (0767 27441)
10-August 18: *Royal Academy summer exhibition,* Piccadilly, London (071 439 7438)
11-13: *Three Counties agricultural show,* Showground, Malvern, Worcs (0684 892751)
11-13: *Beating the Retreat,* Horse Guards Parade, London (071-930 4466)
12-29: *Exeter Festival,* various venues, Exeter, Devon (0392 265095)
14-16: *Beverley Folk Festival,* various venues, Beverley, Humberside (037781 662)
14-16: *Essex County Show,* County Showground, Chelmsford, Essex (0245 361259)
14-August 24: *Stamford Shakespeare company season,* Tolethorpe Hall, Stamford, Lincs (0780 52124)
15: *Ovingham Goose Fair,* Ovingham, Northumberland (0661 32082)
15: *Lord Mayor's Parade,* Hull, Humberside (061 236 2955)
15: *Otley Carnival,* Otley, W Yorks (0943 467813 pm)
15: *An evening in the garden,* Treasurer's House, York (0904 624247)
15: *Queen's Birthday Gun Salute,* Green Park and Tower of London (071-930 4466)
15: *Trooping the Colour,* Horse Guards Parade, London (071-930 4466)
15-16: *British Powerboat Grand Prix,* Bristol City Docks, Avon (0272 223521)
15-16: *Devon Motor Show,* Powderham Castle, nr Exeter, Devon (0392 430341)
15-16: *Yorkshire Trucking spectacular,* The Showfield, Pickering, N Yorks (0751 73780)
15-16: *Miniatures Fair,* St William's College, York (0845 525594)
15-16: *Country Fair,* Melford Hall, Long Melford, Suffolk (0787 79783)
15-16: *Biggin Hill Air Fair,* Biggin Hill, Kent (0595 72277)
15-22: *Broadstairs Dickens Festival,* various venues, Broadstairs, Kent (0843 63453)
15-22: *Scalby Fair Week,* Scalby, Scarborough, N Yorks (0723 378604)
15-30: *Hunstanton Festival* of Arts, various venues, Hunstanton, Norfolk (04853 532722)

*WHILE ALL INFORMATION PRINTED WAS CHECKED AT THE TIME OF GOING TO PRESS, READERS ARE STRONGLY ADVISED TO VERIFY DETAILS BEFORE MAKING ARRANGEMENTS. NO RESPONSIBILITY CAN BE ACCEPTED FOR ERRORS OR OMISSIONS.*

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News from

# The TEN TOP ATTRACTIONS of North Wales

## Location - Portmeirion

The setting for "The Prisoner" TV series, Portmeirion has recently seen a lot of film crews. Watch out, next year for "Prime Suspect" a new feature film starring Liam Neeson and Laura Ciacomo (Sex, Lies & Videotapes). Before that it will feature in the magazines Brides, Setting up Home, Harper & Queens and Austin Reeds' catalogue. From the sublime to the ridiculous, every Tuesday and Wednesday, through the summer, Punch & Judy will be performing on the Piazza. For details of all year opening, new facilities and reduced winter rates, contact Robin Llywelyn on 0766 770228.

## The Big Fish Forest & More TV

David Attenborough's "Wildlife on One" and the childrens "Really Wild Show" have both featured Anglesey Sea Zoo. Big news for this summer is the opening of The Fish Forest. Rays, big cruising fish and eventually sharks will swim through a kelp forest in a 225 tonnes tank, lit by natural daylight. The fish will be viewed through a curved acrylic panel, believed to be the largest in Europe. Also new this year, air propelled model boats and improved information graphics. Contact Ian Cruickshank on 0248 430411.

## Bodnant - Greenest of Green

Magnificent Bodnant Garden is bursting into bloom with thousands of azaleas and rhododendrons. From late May to Mid June the Laburnum Arch will provide a golden glow, whatever the weather. The terraced gardens, the Dell and the ornamental lakes are beautiful all summer. Don't forget to visit the new refreshment pavilion and the new style nursery, when you are inspired to create your own Bodnant - at home. Contact Pat Jackson on 0492 650640.

## Events at Bodelwyddan Castle

| | |
|---|---|
| June 2 | The Art of Lego |
| June 1 - 2 | Antiques Fair |
| June 8 - 9 | Gardeners Weekend |
| June 15 | Firework & Laser Symphony Concert |
| June 22 - Sep 1 | Puppet Playworld |
| June 22 | Blues Jamboree |

Sept 22 Historic Vehicle Rally

More details of this beautifully restored Victorian mansion, its paintings, sculptures, gardens and other attractions, contact Clare Cookson on 0745 584060.

## New Comforts on Ffestiniog Railway

A new train has been introduced by FR. Built at their Boston Lodge Works, it sets new standards of comfort for passengers. Known as "push-pull" train, because the loco can be made to push the train from a rear compartment control, the train is now in service in its smart green and cream livery. The train is the first on the Ffestiniog to have central heating, a real benefit for the winter and cooler months. It is hoped that the new train will enable the railway to extend operations this year. More details and timetables from Alan Heywood, 0766 512340.

## Improved Access for Disabled at Caernarfon Air World

A new shop featuring aviation themed goods has been opened in Caernarfon Air Museum; the Runway Cafe now offers a full meal service; work has started on a new ground floor snack bar. This new refreshment area will mean that the Air World has access for disabled people to the museum, shop, toilets and snack bar. An extra free show is often provided by Nigel Lamb, three times British Aerobatic Flying Champion, who uses the Airport as a practice base, or take a flight yourself in a Cessna or vintage de Havilland Rapide. For more details, ring Beverley on 0286 830800.

## Takhi Takes a Bow at Welsh Mountain Zoo

Przewalski horses became extinct in the wild, but a world wide captive breeding programme has proved a great success, with the first captive born horses being released into the Gobi desert last year. Takhi is a female foal, the first to be born in Wales and now to be seen living with the herd at the Welsh Mountain Zoo. See other new babies, the new Chimpanzee World and these special events. Contact Beryl Hughes Lewis, 0492 532938.

| | |
|---|---|
| June 8 | Conservation & Animal Magic Day |
| June 22 | Gardeners & Country Craft Day |
| July 13 | Zoo Federation Birthday Party |
| August 31 | Teddy Bears Picnic |
| Sept 4-5 | Craft Fair |

## New Group Packages on Llangollen Canal

The timeless relaxation of a horse-drawn barge trip to the famous Horseshoe Falls can now be combined with a return ride on Llangollen Railway. Another new group package this year, is a great day out. This comprises a canal cruise, a meal at a canal side inn and an entertaining trip to a Smithy - all for just £7 per head. Allow time for a visit to the Canal Museum and enjoy its new cafe and well stocked gift shop. For information and bookings, ring Peter Jones on 0691 75322

## Erddig Has a Face-lift

Erddig, the National Trust property near Wrexham is looking wonderful after a huge external painting programme. On display, for the first time are newly renovated carriages including the magnificent Rossett coach, built for the Yorke family, the donors of Erddig, there is also a beautiful Skeleton Boot Victoria. From July, visitors will be able to watch the coach conservation specialist at work. Open daily, except Thursdays and Fridays until October 13th. Details from Ann Dillon on 0978 355314.

## Use "Real Money" Again at Llechwedd Slate Caverns

There are new additions to the Victorian Village at Llechwedd - a Victorian Police Station and Greenway & Greaves Money House. Here you can change your money into Victorian coinage and use it to spend at any of the old shops or the Miners Arms Pub. At the Smithy there is a working blacksmith, once again producing "Scribes" on site. Remember Llechwedd is now open all year. Bring your group in December, any weekend or Christmas Eve, for "Christmas Underground". Details from Glenda Jones. Tel. 0766 830306.

## Third World First at Penmachno Woollen Mill

Penmachno Mill has always been powered by water, first the 18th century water wheel, then a three tonnes, 19th century turbine, now by a small turbine designed by Salford University for use in the Third World. This small (100 kilo) turbine can generate 20 kilowatts of electricity. The only problem is keeping the leaves and silt out of the tubes. Ifan Jones, 80, told the engineers that when he was a boy, it was full time job to clean the mill stream. Enjoy the mill, the award winning shop and the Weavers Loft cafe. More details from Kathy Senior, Tel. 0690 710545.

## Exhibitions at the Museum of the North

To May 29 Recorded Sound, a Science Museum Exhibition.

May 4 - July 2 Snowdon Shepherd - Keith Bowen, paintings & drawings

June 6 - Dec 31 Charting a Course. Charts, navigational equipment, model ships - a major exhibition.

Oct 4 - Apr 23 Display of original old bicycles. Welsh Folk Museum Exhibition.

Oct 5 - Dec 31 Musical Instruments of the Celts

For details of these and the Power of Wales journey through time, contact Nia Williams, Tel. 0286 870636.

**For general information about Ten Top Attractions or if you would like to join an Autumn Familiarisation Visit, ring Gwen Manchester, 0492 878965.**

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This beautiful South facing hotel has all the makings of a happy holiday with a large sun terrace and commanding view over the bay and mountains, whilst enjoying being only 3 minutes to the beach, town and all amenities.

The hotel has 32 bedrooms, most en-suite, and some sea views. Excellent cuisine, entertainment most nights with service second to none.

**LATE AVAILABILITY IN MAY**

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### The Wooden Fender Restaurant (0206) 230466

* Extensive a la carte menu nightly except Tuesdays * Sunday lunches – starter choice of 5 roasts and sweet trolley * Week day lunches * Evening bar meals Monday to Sunday * Wedding receptions * Business lunches * Associations & clubs * Parties of all kinds catered for * Dance floor and disco supplied if required * Coaches by arrangement.

**Harwich Road, Ardleigh, Nr Colchester (on A137 Colchester to Manningtree Rd)**

(19094/HO)

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## BARGAIN BUSES

### BARGAIN BUS

**1973 BEDFORD WILLOWBROOK COUNTRY BUS**

41 seater, PSV tested, good running order, pensioned off, ideal for conversion or vintage collector.

**£1,200 + VAT**

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**1964 AEC REGENT V**

**Open top** decker, 73 seats, power door, full tonneau cover, all new lower body panels, excellent condition throughout, taxed and tested, will easily C.O.F.

**OFFERS**

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**TALBOT EXPRESS**

14 seater PSV conversion. Available immediately.

**£12,500 + VAT**

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**(0272) 872027**

(18679/BB)

## AEC

### AEC 1979

57 seat Duple, ZF gearbox, long MoT, vgc.

**£4,000 ono**

**Tel. Mark Bowd**

**0889 562131**

(19105/AEC)

## BEDFORD

**BEDFORD CF 12-SEATER MINIBUS,** X Reg, 1982, new MoT, seats remoquetted, quick sale, £1,900 + VAT. Tel. 0222 884648/9. (19025/BED)

**1974** YRT 53 seat Plaxton coach. In daily use. Good order. MoT 20.7.91. **£2,250 + VAT.** Or exchange LH service bus. **Tel. 0736 762561.** (19137/BE)

### CHOICE OF TWO 1983 BEDFORD YNT DUPLE

53 seats, tested February 1992 and December 1991. Good all-round condition.

**£15,000 ovno + VAT each**

***P/X considered.***

**Tel. 071 935 0072** (19136/BE)

## BEDFORD

**1985** BEDFORD YNV PLAXTON PARAMOUNT, 53 seater, power door, radio/PA, curtains, side lockers, new engine fitted, MoT February 1992, taxed September, immaculate condition. **£35,950 + VAT.**

**B REG** BEDFORD YNT PLAXTON PARAMOUNT, 53 seater, power door, radio/PA, side lockers, MoT April 1992, taxed September, immaculate condition. **£26,950 + VAT.**

**1977** BEDFORD YMT PLAXTON SUPREME, 53 seater, reconditioned engine, retrimmed seats, new Paramount front, air door, side lockers, radio/PA, MoT March 1992. Exceptional for year. **£6,500 + VAT. Tel. 0709 585468/894552.** (19149/BED)

**1973 YRT.** 53 seats, tested 9-4-92 (Leyland 401 engine), **£2,000. 1975 PJK,** 29 seats, tested 4-3-92, **£2,000.** All in daily use. **Stoniers 0782 214184, 0782 412372 evenings.** (19111/BE)

**BEDFORD 1974 DUPLE** Dominant, 29 seater, MoT December 1991, taxed June, reliable motor, reasonable condition. **£2,000 ono + VAT. Tel. 0942 873599 Atherton, near Manchester.** (18477/BED)

**1984 BEDFORD YNT DUPLE LASER,** 53 seater, radio PA cassette. Limiter fitted, MoT April 1992, power door, new clutch and fuel pump. **£24,000 + VAT. Nicoll's Coaches tel. 056 17 262 (Scotland).** 19092/BE)

**BEDFORD YMT DOMINANT,** 1980, 53 recliners, new front and panels fitted, 12 months MoT, must be seen to appreciate. **£6,500. Tel. 0462 814695 or 0860 860709.** (19124/BE)

**BEDFORD YNT,** 1983, 500 Turbo Duple Dominant IV, 53 seats, ZF gearbox, tinted d/g windows, Telma, taxed and tested. Very good, clean condition, genuine reason for sale. Must go, hence price **£16,000. Tel. 0642 476436 or 0642 483986.** (19084/BE)

**1974 BEDFORD PLAXTON,** 53 remoquetted seats, year's test. **£2,500. BEDFORD** 466 engine, YRT gearbox, ex fire brigade, cantry. **£800** and **£200 no VAT. Tel. 091 586 2596.** (18644/BED)

**1980 BEDFORD YMT,** Plaxton Supreme IV, 53 seater, radio, PA, power door, MoT April 1992. Very nice condition. **£8,000 ono. Chivers Coaches, tel. 0252 703446 (Surrey).** (19158/BE)

### BEDFORD PJK 29-Seater, 1982

Taxed & tested July, owned by us since new, good condition, clean inside and out, sale due to update of fleet.

**£9,750 + VAT ono**

**Tel: 061-627 1923** (19144/BE)

**1975 BEDFORD YRQ PLAXTON.** 45 seats, ticket to November 1991. Tidy coach. **£1,750 ono + VAT. Tel. 0255 432654 or 432809 Clacton-on-Sea.** (19100/BE)

**BEDFORD** Dominant IV, tinted and double glazed windows, recon turbo engine, X Reg, 51 seats, 12 months test, offers. **Tel. (0328) 710589.** (19002/BE)

**BEDFORD YNT A REG PARAMOUNT.** 53 seats, 16,000k since new engine, speed limiter, radio & pa. **£22,500 ono + VAT. Dereham Coachways. Tel. 0362 692202.** (19116/BE)

## BOVA

### 1985 BOVA EUROPA

53 recliners with courier, our usual top class condition, use your older vehicle as a deposit. MoT Nov '91.

**£38,000 ono**

**Tel. HORTONS OF RIPLEY (0773) 742886**

(19125/BO)

**1 X 1984 BOVA FUTURA HIGHLINER EXEC,** 49 recliners, centre sunken toilet, continental door, double glazed, air doors, drinks machine, Webasto, MoT. **£34,500. A. COACH of HIGH STANDARD. Tel. 061 477 3325 days or evenings.** (18482/BO)

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### BRISTOL RE SERVICE BUSES

ECW bodies selection available. Various tests and price from

**£2,500 + VAT.**

**Tel. 091 536 3318**

(19106/BR)

## DAF

**1980 DAF MB200 DKTL PLAXTON SUPREME,** Executive, private plate, 48 recliners, toilet, TV/video and coffee machine, recent new gearbox and clutch, MoT April 1992, **£14,000 + VAT ono. Tel. (0833) 37341 Co Durham.** (18639/DAF)

**1984 DAF BOVA EUROPA 3**

49 seat + courier, full exec, TV/video, toilet, drinks machine, Webasto heater, 1 full year's test.

**£29,950 + VAT ovno.**

**1982 DAF BOVA EUROPA 1**

TV/video, drinks machine, Webasto heater, 1 full year's MoT certificate. Private plates.

**£19,950 + VAT**

**TEL: 071 935 0072**

(19135/DAF)

## DAF

### JUNE 1984 DAF 230 JONCKHEERE P599

51 reclining seats, video, drinks machine, toilet, carpets, immaculate condition.

**FIRST TO SEE WILL BUY.**

**£42,500 ono + VAT**

**Tel. 0347 810327**

(19143/DAF)

**1983 DAF MB200 MOSLEY ALPHA GT,** 48 r. seater, Executive, drinks, toilet, wired for TV/video, radio/PA, MoT, painted. **1983 DAF BOVA EUROPA,** 53 r. seater, radio/cassette/PA, rear engined, MoT. **1982 DAF BOVA FUTURA,** 49 r. seater, Executive, toilet, drinks, radio/cassette/PA, rear engined. **Tel. 0285 720752/3 days or 0285 653882 eves.** (18646/DAF)

**1980 DAF PLAXTON SUPREME IV,** 53 seats, 1 year's MoT, express doors, tinted windows. **£9,950 + VAT. Tel. 0708 864911 (Essex).** (19083/DA)

**1987 DAF DUPLE 340,** 53 seats recliner, drinks machine, toilet. Eleven months MoT. Reduced price. **£35,000 + VAT ono. Tel. 0782 744744.** (19130/DAF)

### 1986 DAF PANORAMIC

49 recliners, c/seat, toilet, drinks machine, fridge, 2 TVs, video, radio/PA/cassette, d/bunk, Telma, A1 condition, MoT Sept, taxed '91.

**£55,000 ovno**

**Tel. 0268 540071 (Essex)**

(19024/DAF)

## DOUBLE DECKERS

### 1985 METRO LINER

71 seater. 3 TV's/Video tables on lower deck, toilet, drinks machine, engine reconditioned. New MoT.

**£28,000 + VAT**

**FOR QUICK SALE.**

**P/X considered**

**TEL. 071 935 0072**

(19133/DD)

## FORD

**1980**

### FORD PLAXTON R1114

48 seater, toilet, coffee machine, overhauled engine, re-panelled and painted, tested April 1992, blue/white exterior, excellent condition.

**£8,500 + VAT**

**Tel. 0368 62737**

(18649/FO)

## FORD

### W REG FORD PLAXTON 360 TURBO

53 seats, like new, MoT August 1991, good all-round condition.

**£8,900 + VAT**

**STARLINE COACHES**

**Tel: 051-428 6102**

(19112/FO)

**SEPTEMBER 1978** FORD PLAXTON, 53 seats, radio/PA, power door, side locker. **£4,950 + VAT. Tel. 0604 890210.** (18983/FO)

**1983 FORD RIII5 DUPLE DOMINANT IV,** taxed & tested Oct '91, private plate, good condition. **£12,500 + VAT. 1980,** Ford RIII4 Duple Dominant II, taxed & tested Oct '91, private plate, good condition. **£6,500 + VAT. Tel. (Mossley) 0457 832795.** (19104/FO)

## LEYLAND

**1984/85 LEYLAND TIGERS 245**

51/53 seats, recently repanelled and repainted, MoTs Feb '92, superb condition, ready for start of season. Choice of two. Private plates if required.

**£35,000 each ono + VAT**

**Tel. 0924 466766**

(19146/LE)

**LEYLAND TIGER,** 1984 Plaxton Paramount 3200, excellent condition. **£29,500 + VAT. Tel. 0443 672207.** (19145/LEY)

**LEYLAND NATIONAL** 1974, 41 seats, MoT Aug. **£2,500 + VAT. Tel. 0782 744744.** (19131/LEY)

**1971 LEOPARD PLAXTON,** 53 seater, MoT Dec 1991, ideal schools, contracts, **£2,500 ono. Steve Mellar on 081 864 5071 or 081 648 0895.** (19071/LE)

**1977 LEOPARD PLAXTON SUPREME,** 10 months test, power door, 55 seats, 12 metre, radio/PA, curtains. **£7,250 ono. 1974 LEYLAND LEOPARD,** 51 recliners, MoT September 1991. **£3,250 + VAT. Tel. 0594 35476 (Glos).** (18638/LEY)

## MAN VW

**MAN SR280 48 RECLINERS,** toilet, TV, coffee machine, 55km since recon engine fitted by MAN agents, plated till Nov 1991, bargain **£17,500 + VAT. Tel. (0902) 630069.** (18487/MAN)

**1985** MAN SR 280 HI-LINER, 53 recliners + courier, Webasto heater, Sutrak air conditioning, Voith retarder, double glazed, tinted windows and blinds. Video drinks boiler, new engine March 1991, very nice condition. **£48,000 ono + VAT. P/Ex considered. Finance arranged if required. Tel. 0623 797460.** (18540/MAN)

## MERCEDES

### 1987 JULY MERCEDES 0303 RHD

(Full air conditioning). 49 reclining seats plus courier seat. Centre sunken toilet, driver's bunk, fridge/water boiler, TV, video, MoT April '92, excellent condition.

**Choice of two**

**£65,000 + VAT each**

**Tel. (0928) 564515**

(19098/ME)

## LEYLAND

**1985 LEYLAND TIGER 245 PLAXTON PARAMOUNT,** low driver, 53 recliners, curtains, courier seat, radio cassette, full MoT, speed limiter fitted. **PX considered. £44,000 ono. Tel. 0729 822449 days or 823409 nights.** (18648/LEY)

**LEYLAND** 680 engine, fully reconditioned, **£2,000. TRANSFER** box, fully reconditioned, **£150. DOMINANT** side windows, **£25 each. Tel. 021 771 3558.** (19115/LEY)

### 1983 TIGER DOMINANT IV

53 seats, express doors, destination display, TL 11 245 engine, semi-auto gearbox, new test certificate.

**~~£22,000~~ £20,000 + VAT ono**

**Tel: 0202 537 568**

(19139/LEY)

### 1983 TIGER 245

S/A Plaxton 3500, 48R, toilet, double glazed, Webasto, water boiler, MoT Feb '92, low mileage.

**£28,000 + VAT**

**Tel. (0767) 312213 or (0860) 465029**

(18991/LE)

## MERCEDES

**1989 MERCEDES ENSIGN CHARISMA,** 51 r. seater, executive, drinks, toilet, Webasto, radio/cassette/PA, wired for TV/video, crew compartment, MoT. **Bargain £59,000 + VAT. Tel. 0285 720752/3 days or 0285 653882 eves.** (18645/ME)

**1988 507D,** 16 seater Reeve Burgess, 80,000 klms, original tyres, white with red and black relief, long MoT, **£12,800 ono + VAT. Tel. (0787) 310574 (Suffolk).** (18993/MER)

**1989** 609D, 23 seater, Reeve Burgess, radio/PA, extra heater, carpet, large boot, 35,000 miles as new. **£23,000 ono. Tel. Bicknell's 0483 422110.** (19114/MER)

## NEOPLAN

**CITYLINER,** 1983-84, private plate, MoT May 1992, 51-53 seats, full executive. The Best Cityliner around! **£42,000 plus VAT. Tel. 51 724 5727.** (19141/NEO)

**1985 NEOPLAN SKYLINER,** 79 seats, toilet, coffee machine etc, excellent condition, used only for our own guests. **£65,000 plus VAT. Tel. Otford Manor (Sevenoaks) 0732 63131.** (19103/NED)

## PLAXTON

### PLAXTON SUPREME

MkV front, reclining seats, tables, rear lounge, curtains, coffee machine, fully carpeted, MoT Jan 1992. Private plate.

**£4,750 + VAT**

**Tel. 0268 541062 or 0375 679285**

(19142/PLA)

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## *STAY AHEAD WITH A SETRA*

*O.K. So we know times are tough. All the more reason to ensure you're a mile ahead of the competition. With a Setra, you're always out in front...*

| Year | Model | Seats | Price |
|---|---|---|---|
| 1988 | Leyland Tiger 290 Jonc, TV/Video, WC, Air Con. | 48 | £82,500 |
| 1988 | DAF 2300/Duple 340, WC, TV/Video, Radio/PA | 53 | £62,500 |
| 1988 | Duple 425, Db/Glaz, Telma, Econocruise, WC, Kitchen | 53 | £72,500 |
| 1988 | Bedford/Duple, Radio/PA | 57 | £52,500 |
| 1987 | DAF/Caetano 11.6, Radio/PA | 53 | £67,500 |
| 1985 | Neoplan/Skyliner, TV/Video, WC, Kitchen | 77 | £70,000 |

**Setras**

| | | | |
|---|---|---|---|
| 1989 | S 215 HRI (Rational), WC/Kitchen, Retarder, ABS Many extras (warranty) | 49/53 | £109,000 |
| 1988 | S 215 HRI (Rational), WC/Kitchen, Retarder,ABS **UNDER OFFER** | 49/53 | £ 92,000 |
| 1983 | S 215 HD (Optimal), WC/Kitchen, Drivers bunk TV/Video, Retarder, Many extras (warranty) | 49 | £ 62,000 |
| 1983 | S 215 H (Optimal), WC/Kitchen, TV/Video, Retarder. Many extrs (warranty) | 49 | £ 47,500 |

***Please note:* Year of registration does not necessarily denote year of manufacture.**

**Returned your entry form for the Kässbohrer competition yet? Hurry! Competition closes 24th May. If you haven't received a form - call Kässbohrer direct now!**

Harry Kell 0932 843685 (Southern Area Manager) Andy Timms 0625 877658 (Northern Area Manager)

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## SCANIA

### CHOICE OF TWO 'F' REGISTERED SCANIA K92/ DUPLE 320

55 reclining seats, radio/ cassette & PA. Centre carpet, curtains, air suspension etc.

**£55,000 ono**

P/X considered, finance can be arranged subject to status.

**Telephone John Evans on 0302 330330**

(19160/SC)

## TOYOTA

### 1987 TOYOTA CAETANO

19 seats, TV and video, drinks machine, forced air conditioning, PA system, telephone, curtains, MoT October 1991, good clean condition.

**£19,450 + VAT**

**Tel. 071 935 0072**

(19134/TOY)

## VAN HOOL

### 1989 (F) VOLVO/VAN HOOL SUPER HIGH B10M (Mk3)

GL chassis (ZF manual gearbox), 49 reclining seats, centre sunken toilet, double glazed, hot drinks facilities, fridge, aircraft-type lockers, driver's bunk, curtains, seat back tables, nets, etc. Superb condition, only used on PH and tour work.

**£79,000 + VAT. Choice of two.**

**Tel. 0928 564515**

(19119/VH)

**VAN HOOL ACRON DAF,** rear 1160 engine, double glazed, TV, video, hot water, toilet, Webasto heater, 49 recliners, £35,000 + VAT ono. Tel. 0222 884648/9. (19026/VH)

## VW

New 12 seaters from **£9,689,** ex-works, ex VAT, petrol, diesel and turbo diesel also available. Choice of colours.

**Contact Sales on 0392 211611 for action.**

(19159/VW)

## VOLVO

### 1979 B58 SUPREME IV

50 retrimmed seats, toilet, drinks boiler, radio/PA & cassette, wired TV & video, tinted windows, curtains, courier seat, power door, wheel trims, factory Volvo recon engine, retarder.

**£16,500 + VAT**

**Tel. 0823 333534**

(19023/VO)

**1984 VOLVO B10M** Van Hool Alizee Super High, full executive spec mechanically, coachwork and interior maintained regardless of cost, as new. **£50,000 + VAT. Tel. 091 386 5070 or 0836 322241.** (19157/VO)

**1982 B10M PLAXTON MK V,** 53 recliners, air door, tinted and double glazed, side windows, Webasto, MoT, radio/ PA cassette. **£25,500 ono + VAT. A COACH OF HIGH STANDARDS, tel. 061 477 3325 days or evenings.** (18480/VO)

### D REG 1986 VOLVO B10M

Tri-axle Van Hool Super High. New test certificate, 49 reclining seats + courier. Toilet, video, PA, coffee machine, fridge, driver's bunk, maintained to very high standards. Excellent at:

**£65,500 + VAT**

**Telephone: 051 428 6102**

(19152/VO)

## VOLVO

**1979 V REG, VOLVO B58 PLAXTON SUPREME,** 12 mtr, 51 recliners, auto, air overleaf, Telma. Possible exchange considered. 17-20 seater minibus. **£9,500 + VAT. Tel. Barrie 0787 210260.** (19101/VOLVO)

## MINIBUSES

### 1988 SHERPA 350

16 seat minibus, test certificate for 12 months, very good condition.

**£5,700 + VAT**

**0482 561147**

(18650/MB)

### SOUTHEND TRANSPORT LTD

**Bus & Coach Sales**

**1988 E REG IVECO 49-10**

23 seater, Carlyle bodied midicoach, tested June '91.

**£17,500 + VAT each**

**1987 D REG LEYLAND FREIGHT ROVER MINIBUSES**

Carlyle bodied, 18-20 seats, current PSV certificate.

**£6,500 + VAT**

Price includes painting in single colour

**Tel. Peter Levett on (0702) 355724**

(19099/MB)

## MINIBUSES

### Carlyle BUS CENTRE

★ SELECTED NEW & USED MINIBUSES ★

★ WIDE CHOICE ★ HIGH QUALITY ★ KEENEST PRICES ★ FLEXIBLE FINANCE ★

**FULL STAGE SPECIFICATION CARLYLE BODIED MINIBUSES WITH CURRENT PSV**

**1985/6 'C' TRANSIT,** 16 seat, from **£4,750**

**1986/7 'D' SHERPA,** 16 seat, from **£4,250**

**1987 'D' SHERPA,** 20 seat, from **£5,950**

**1989 'G' SHERPA MK II,** 20 seat, from **£16,500**

**AVAILABLE NEW FROM STOCK**

**33 SEAT MERCEDES 811D PSV STAGE CARRIAGE SPEC,** automatic transmission, Telma retarder, tachograph **£39,950**

★ HIRE PURCHASE ★ LEASING ★ CONTRACT HIRE ★ PERSONAL LOAN FINANCE ★

CONTACT ANDY GREENWAY FOR FULL DETAILS AND THIS WEEKS STOCK LIST

All prices are subject to VAT. The year quoted is the year of initial registration. Offers are subject to availability. Carlyle Bus Centre is a Licenced Credit Broker. Finance is subject to status.

**021-454-4808**

*Carlyle Bus Centre Limited, Waterworks Road, Edgbaston, Birmingham B16 9DB.*
*Fax: 021-454 5356.*

(15965/MB)

**FREIGHT ROVER SHERPA 200,** 21.6.88, 12 seater, white, new diesel engine fitted 1991. Very clean tidy vehicle, 36,000 miles. **£4,750 ono + VAT. Angela Coaches Ltd, 042 121 3170.** (19091/MB)

# COACH CLEARANCE SALE

**TOYOTA OPTIMO GL,** 18 + 21 seats, choice of 3 (1988), cost per week **£184.14 + VAT**

**TOYOTA OPTIMO GL,** 21 seaters, (1987), cost per week, **£177.32 + VAT**

**LEYLAND CUB (Optare Bodied),** 33 + 8, full auto, power steering, moquette seats, air door (1986), cost per week **£117.99 + VAT**

**IVECO FORD 45:10,** 18 seater, full coach interior, cost per week **£112.53 + VAT**

*Prices quoted are based on a 3 year hire purchase with 20% + VAT deposit. Ring for details on easy payment plans to suit your business needs. Cash sales also available.*

## CASH SALE BARGAINS

**1976 BEDFORD PJK,** 29 seater..... **£3,500 + VAT**
**1976 BEDFORD YMT,** 53 seater..... **£3,500 + VAT**
**1979 FORD R113,** 53 seater..... **£6,500 + VAT**
**1983 MERCEDES 608D,** 19 seat Reebur..... **£9,500 + VAT**

For more information tel. Brian Bird on

**WEST DURHAM COACH SALES LTD**

**0388 811848**

(16884/MB)

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**811 TURBO MERCEDES.** PMT AMI front or Mercedes front, 33 seat, wide body, coachbuilt with power glider door, large boot, full width coach seats, high spec + standees. Stock.

**709 MERCEDES.** PMT. 25 full width coach seats, power door glider, large boot + standees. Stock.

**308 MERCEDES,** 12 seat, luxury.

## USED

**1990 MERCEDES 811,** coach built AMI, 33 seats, luxury, low mileage.

**1986 TOYOTA OPTIMO.** 19 seats plus courier.

**1986 MERCEDES,** 21 seats, new MoT.

**1984 MERCEDES,** 21 seater.

**1983 MERCEDES 608.** 21 seats.

**1982 MERCEDES,** 19 seats.

## STAGE CARRIAGE DUAL PURPOSE

**1988 811 MERCEDES ALEXANDER,** 33 + standees.

**1988 MERCEDES 709 ALEXANDER,** 25 + standees.

**1986 FORD TRANSIT,** 16 + standees.

(17834/MB)

BRIDGE STREET, NEWBRIDGE, NR EDINBURGH
CONTACT JOHN LEITCH ON 031-333 2001
OR EVENINGS 0357 21888
ALSO GORDON SHEARER ON 0466 792077 EVENINGS

## MINIBUSES

# NORTH WEST COACH SALES LTD

**Deal direct with the Manufacturers, the quality PSV and Welfare converters**

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|---|---|
| **Mercedes 609D** 19 seat coach | **£26,695** |
| **Mercedes 609D** 24 seat coach | **£27,095** |
| **Mercedes 609D** 26 seat coach | **£2,295** |
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| **Mercedes 410D,** 15/16 seat mini bus | **£21,100** |
| **Mercedes 814D,** Midi Executive coach to — various specifications | **POA** |
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**1987** E reg Mercedes 814, 29 seat coach
**1988** E reg Mercedes 814, 29 seat coach
**1988** E reg Freight Rover 300, 16 seat mini bus

***Prices do not include VAT***
***Finance arranged subject to status***

Conversions on Renault, Ford, Talbot Express & Freight Rover vehicles

**PHONE NOW ON**
**051-933-1016, after hours 0925 68002**

(19117/B)

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**EX-STOCK**
**MERCEDES 609D COACH**
24 seats, Dropwell boot, fully luxury specification. On the road **£27,000.**

**EX-STOCK**
**MERCEDES 408D COACH**
16 seats, forward facing, power steering, luxury spec. On the road **£19,000.**

**IN BUILD – 2 WEEKS**
**FORD DORMOBILE**
16 seats, full height entrance, soft trim interior. On the road **£19,500.**

**ONE WEEK**
**MAZDA DIESEL**
14 seats taxi-bus. On the road **£10,500.**

**TWO WEEKS**
**LEYLAND DAF**
16 seats, luxury spec. On the road **£16,200.**

**Tel. 061 494 6117**
(19118/MB)

**FORD TRANSIT,** 12 seater, old shape, 1985, C reg, 12 months PSV, white and blue, rear door entrance, in good condition. **£3,000 + VAT ono. Tel. 0200 8237 (Dunsop Bridge).** (19064/MB)

## UNCLASSIFIED

**PMT ENGINEERING**

Ex-Demonstrator 33 seat AMI Coach

New 33 seat AMI Coach

New 20 seat DAF 400 Minicoach

**Contact: Helen Bailey (0782) 744744**

(18693/MB)

**1987 FORD** Transit MInibus, 14 seater, PSV, good condition. **£5,250 inc VAT ovno. Tel. 091 2656 747.** (19155/MB)

**1987 VW TURBO OPTARE.** 25 seats, **£9,000 + VAT.** Needs attention. **Tel. 071-935 0072.** (19132/MB)

## UNCLASSIFIED

**PMT ENGINEERING**

**FOR SALE**

**FORD IVECO 35.10** (12 seats). Tested 10/91 **£6,900 + VAT**

**FREIGHT ROVER** (16 seats). Tested 9/91 **£5,250 + VAT**

**BRISTOL LH** 43 seats). Tested 8/91 **£4,500 + VAT**

**Contact Helen Bailey, 33 Woodhouse Street, Stoke on Trent, Staffs, ST4 1EQ. Tel: 0782 744744**

(19113/UN)

## UNCLASSIFIED

# EXETER PSV CENTRE

**EXETER PSV CENTRE, PEEK HOUSE, PINHOE TRADING ESTATE, VENNY BRIDGE, EXETER EX4 8JR**

**Tel. 0392 66005 Fax. 0392 64874**

All the following coaches will have long or new MoT certificates. We can offer part or full resprays to your own requirements. We can also offer full accident repair work, both body and mechanical works are undertaken on site in our well equipped workshops – MoT preparation.

**1988 (E) LEYLAND TIGER** – PLAXTON PARAMOUNT 3200, 55 reclining seats, radio/cassette, PA system, full draw curtains, continental door. Stock no.4434. Only one left..... **£68,500**

**1987 (E) LEYLAND TIGER** – DUPLE 320 SL EXECUTIVE, 49 reclining seats, toilet, video, radio/cassette, PA system, full draw curtains, drinks machine. Stock no.4437/4438. Choice of 2. Also available as 57 seaters..... **from £67,500**

**1986 (D) LEYLAND TIGER** – VAN HOOL SUPER HIGH, 49 seater executive, toilet, video, radio/cassette, PA system, full draw curtains, crew seat, drinks machine. Stock no.4440. Only 1 left..... **£70,000**

**1986 (C) LEYLAND TIGER** (260 BHP) – DUPLE 340 EXECUTIVE, 49/51 recliners, demountable rear toilet, continental door, drinks machine, radio/PA/cassette, 3 screen video, courier seat, Eberspacher, curtains, Tempo 100. Stock no.4475..... **£62,500**

**1986 (C) LEYLAND TIGER** – PLAXTON PARAMOUNT 3500 EXECUTIVE, 49 reclining seats, toilet, video, radio/cassette, PA system, continental door, crew seat, tables, drinks machine. Stock no.4432..... **£57,000**

**1985 (C) LEYLAND TIGER** – PLAXTON PARAMOUNT 3500, 50 reclining seats (well spaced), radio/cassette, PA system, continental door, crew seat, full draw curtains. Stock no.4498..... **£55,000**

**1983 (PP) VOLVO B10M DUPLE CARIBBEAN EXECUTIVE,** 51 recliners, toilet, drinks machine, continental door, courier seat, driver's bunk, exhaust brake/Telma, retrimmed, PA system. Stock no 4418..... **£43,500**

**1983 (A) SCANIA K112 PLAXTON PARAMOUNT 3500 EXEC,** 49 reclining seats, toilet, continental door, drinks machine, radio, PA, video system, Webasto, driver's bunk, courier curtains, Telma..... **£42,000**

**1982 (X) LEYLAND LEOPARD PLAXTON SUPREME,** 51 seater, radio cassette, PA system. Stock no 4433..... **£22,000**

**1981 (W) LEYLAND LEOPARD PLAXTON SUPREME,** 50 reclining seats, radio cassette, PA system. Stock no 4416/4417. Choice of 2..... **£17,500**

**1979 (T) VOLVO B58 PLAXTON,** Paramount front, Bristol Dome, 53 seater, power door, Telma, all white, retrimmed, reg no JAB 5T. Stock no 4405..... **£19,500**

**1979 (T) LEYLAND 401 PLAXTON SUPREME (7ft 6in),** 43 seater, very sought after. Stock nos 4441/4442. Choice of 2..... **from £11,000 to £14,000**

**1978 (T) LEYLAND LEOPARD DUPLE DOMINANT,** 50 reclining seats, radio and PA system. Stock no 4486..... **£12,250**

**1977 (valuable reg no) LEYLAND LEOPARD PLAXTON SUPREME,** 47 reclining seats, some with Paramount fronts and new body panels. Very sound and serviceable. Stock nos 4426/4428/4431/4446. Choice of 4..... **£8,000 to £11,000**

**1976 (P) FORD PLAXTON SUPREME,** 53 seats..... **£5,500**

**1988 (F) VOLKSWAGEN TRANSPORTER,** 12 seater minibus, full cloth high back seats, petrol, superb condition. Stock No 4401..... **£7,795**

**1984 (B) TALBOT EXPRESS,** 13 seater mini bus, white..... **£3,995**

**VEHICLES TO CLEAR**

**1972 (K) AEC 'Elite',** 57 seats, power door, power steering, manual, 6 speed.

**1972 (K) FORD Willowbrook,** 7ft 6in, 44 seat bus.

**1971 (J) AEC Willowbrook bus,** 51 seats.

**1965 (C) LEYLAND 600 Bus,** 45 seats, ex Bournemouth corporation.

(19153/UN)

# VAN HOOL ALIZEE H DAF MB230 LB MAY 1988

**MANCHESTER UNITED TEAM COACH. 30 seats (extras available up to 46), 10 tables, 4 TV monitors, video, toilet, Webasto, convector heating, double glazing, fully carpeted, full rear servery with fridge, microwave etc, individual volume controls, MoT April 1992, less than 200,000 kms, available mid-August.**

**This coach has been owned by ourselves from new and maintained by DAF under R & M contract. It is an exceptional vehicle and must be viewed to be appreciated. It is currently on tour around the UK with the West Indies Cricket Team.**

**£82,500**

**Telephone: 061 788 9476**

(19093/UN)

## UNCLASSIFIED

### 1989 DAF MB 230 ALGARVE

49 reclining seats + courier seat, 2 video screens, driver's bunk, telephone, fridge, drinks machine, toilet, continental door. Excellent condition, MoT April 1992.

**£71,000**

### 1990 DENNIS JAVELIN 320 DUPLE SL

8.5 metre, 35 reclining seats. This coach has only covered 35,000 miles on high class work, usually with less than 20 passengers on very short journeys. In immaculate condition, MoT February 1992.

**£62,000**

**Phone – Ian Glass, Haddington (062 082) 2969** (19019/UN)

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**OWING TO THE ARRIVAL OF NEW VEHICLES, DUNN-LINE TRAVEL OF NOTTINGHAM OFFER FOR SALE:–**

**1990 'H' reg Dennis Javelin,** 11 metre, Duple 320, 55 seats, still under warranty, unmarked. Choice of two. **£57,000 each**

**1983 Man SR280,** 48 recliners & toilet, excellent condition, speed limiter, good reliable coach, painted all white. **£24,000**

**1980 Man SR280,** 53 recliners, long MoT, good reliable workhorse. **£14,000**

**Tel. 0602 784088** (19109/UN)

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**REGAL**

**COACH SALES LTD.**

**1989 (G) LEYLAND SWIFT VANGUARD BUS.** Automatic, Telma retarder, 39 seats, luggage pen, 16 standees, all white, new MoT.

**1989 (F) VOLVO B10M 3500 PARAMOUNT,** 53 seats, rear continental door, toilet, long MoTs, choice of two.

**1988 (E) VOLVO B10M 3500,** Paramount, 49/53 seats, centre continental door, toilet, new MoT.

**1986 (D) CAETANO IVECO,** 24 seats bus, manual, Telma retarder, choice of 4, long MoTs.

**1984 DAF JONCKHEERE,** 49 seats, toilet, TV, video, MoT March 1992.

**1983 DAF JONCKHEERE,** 49 seats, toilet, TV, video, MoT March 1992.

**1984 PRIVATE PLATE DAF SBR 2300 JONCKHEERE.** 3 axle, 71 seats, toilet, TV, video, MoT May 1991.

**1983 PRIVATE PLATE MAN SR280 VAN HOOL ALICRON.** 49 reclining seats, toilet, TV, video MoT May 1991.

**1983 (Y) LEYLAND TIGER 245,** Plaxton paramount 3200 Express, 52 seats, semi auto, new MoT.

**1983 (Y) VOLVO B10M VAN HOOL ALIZEE.** 53 reclining seats, courier seat, continental door, new MoT.

**1983 (Y) VOLVO B10M DUPLE DOMINANT IV.** 12 mtr, 53 seats, radio, PA, new MoT.

**1983 MAN T813 VAN HOOL ALIZEE,** 38 reclining seats, TV, video, centre toilet, kitchen, MoT April 92.

**1981 (X) BEDFORD YMQ,** 10 metre, 45 seats, power door, radio/PA, MoT July 1991.

**1981 (W) LEYLAND LEOPARD DUPLE DOMINANT IV,** 11 metre, 49 seats, semi auto, tinted windows, Express doors, choice of 3, new MoT.

**1980 (V) BEDFORD YMT,** 11 metre, 53 seats, new MoT.

**1978 (S) FORD 360 TURBO ALEXANDER.** 53 seats, service bus. One remaining. Long MoT.

**1978 (T) LEYLAND NATIONAL.** 49 seats, 22 standees, choice of 2. Long MoT's.

**1976 (R) LEYLAND LEOPARD PLAXTON SUPREME,** 11 metre, 49 seats, semi automatic, Express doors, MoT January '91.

**1975 (N) LEYLAND LEOPARD DOMINANT.** Semi auto Paramount front, 53 seats, MoT April 1991.

**OLD MILL PARK, KIRKINTILLOCH, GLASGOW G66 1SP**
**Day Telephone: 041-776 3268**
**Fax 041-777 8138 Evening 041-775 1884** (17137/UN)

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# VANGUARD

## BUS AND COACH SALES

***FED UP WITH FISHING AROUND IN RETAIL PRICES? TRY THESE NETTS FOR SIZE***

**1988 Talbot Pullman Express,** 20 seats, very nice condition, new MoT, new engine ..... **£12,500**

**1985 Duple Caribbean II,** Leyland Tiger 245, 50 reclining seats + courier, very nice condition, MoT Feb 1992 ..... **£29,500**

**1984 Transit,** 14 seater, long MoT, non PSV, petrol ..... **£1,800**

**1983 Bedford** CF petrol, 12 seater, MoT ..... **£1,750**

**1983 Tiger 245 3200,** 53, express, vgc, MoT, repainted white ..... **£27,500**

**1983 Plaxton Paramount 3200,** Express, Leyland Tiger 245, 52 reclining seats, air con, good condition, MoT Feb 1992 ..... **£23,500**

**1982 ECW Leyland Leopard 680,** 49 seats, very good condition, MoT September 1991 ..... **£10,500**

**1982 Tiger 245,** Domi IV, 53, tinted windows, vgc, Eberspacher, long MoT ..... **£21,500**

**1982 Bedford YNT,** 53 seats, MoT, good condition ..... **£13,500**

**1979 Bedford YMT Plaxton,** 53 seats, long MoT ..... **£6,500**

**1976 Plaxton Supreme Bedford YMT,** 53 seats, very tidy, excellent contract vehicle. TO CLEAR ..... **£2,500**

**1975/6/7 Leyland Leopard, s/a, Plaxton Supreme,** power door, various MoT ..... **From £3,000**

**P/X considered, finance available at very competitive rates, existing HP settled (subject to status). Short and long term hiring available.**

(18647/UN)

**Telephone: (COVENTRY) 0203 490669**
**Fax 0203 643355 Mobile 0831 155071**

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**1978 VOLVO B58 PLAXTON SUPREME**
Good condition, 12 months MoT, radio/PA/cassette player, wheeltrims, curtains, Bristol Dome. **£14,500 ono.**

**1982 BEDFORD YNT TURBO SUPREME V**
Excellent condition, 11 months MoT, new paintwork, radio/cassette, curtains. **£14,000 ono.**

**1978 LEYLAND LEOPARD DOMINANT I**
Recon engine just fitted, 49 recliners, new MoT applied for, good condition. **£6,500 ono.**

**1980 FORD R1114 SUPREME IV**
45 seater, Bristol Dome, almost ready for test. For spares or repair. **£1,400 ono.**

***ALL ABOVE PRICES SUBJECT TO VAT.***

**Tel: 0259 51149 or 0836 314158**

*ANY INFORMATION REQUIRED PLEASE CONTACT MR C. CHRISTIE ON THE ABOVE NUMBERS*

(19148/UN)

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**1979 BEDFORD YMT** 53 seat Plaxton Supreme, wheel trims, PA, MoT 4/92, **£6,000 ono + VAT.**

**TWO 1980/81 LEYLAND LEOPARDS,** 53 seat Plaxton Supreme, wheel trims, power doors, PA, heater, MoTs 11/91, 2/92, **£14,200 ono + VAT**

**1979 LEYLAND LEOPARD,** 48 seat Plaxton Supreme, wheel trims, power doors, PA, heater, curtains, MoT 5/92, **£12,800 ono + VAT**

**1982 LEYLAND LEOPARD,** 51 seat ECW, power doors, PA, heater, MoT 4/91, **£18,200 ono + VAT**

**1984 LEYLAND TIGER,** 51 reclining seats, Plaxton PMT high line, power doors, PA, radio cassette, toilet, TV, wheel trims, double glazed, curtains, carpet, MoT 1/92, **£30,500 ono + VAT**

**FOUR 1982 VOLVO B58 DUPLE 4,** Telma, 53 reclining seats, PA, radio cassette, double glazed, curtains, MoT 2/92, **£19,500 ono + VAT.**

**1984 LEYLAND OLYMPIAN ECW DOUBLE DECK,** 64 coach seats, soft trim, PA, radio cassette, wheel trims, MoT 4/92, **£35,800 ono + VAT.**

**Contact Chris Squibb (0983) 522456**

(18951/UN)

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**1985 DUPLE 425/CUMMINS** automatic, MoT Dec '91, 55 seater, toilet, bunk, 3 TV/video, Eberspacher heating, double glazing, full service history, exc cond, **£44,000 + VAT.**

**1983 MERCEDES VAN HOOL ASTROMEGA** auto, 74 recl, 2 TV/video, toilet, coffee, fridge, bunk, double glazing, exc cond, full service history, 2 years new engine, rec gearbox, 12 months MoT, **£32,500 + VAT.**

**1984 VOLVO B10M,** 3 axle P95 Jonckheere, 67 recl, bunk, 5 TV/video, coffee, toilet, fridge, new Volvo engine fitted, full service history, long MoT, exc cond, **£50,000 + VAT.**

**1986 DUPLE 425/CUMMINS,** 55 recl, bunk, 2 TV/video, toilet, coffee, double glazing, full service records, owned from new, long MoT, **£60,000 + VAT.**

*All available with some work, any part exchange cons.*

**Tel. (0767) 681382** (18990/UN)

# WOMBWELL DIESELS COMPANY LTD.

PASSENGER VEHICLE SALES

# DOUBLE DECKERS SINGLE DECKERS PRICE FROM £2,000

## DOUBLE DECKERS

**1976 VOLVO AILSA,** 79 seats, Alexander body, power steering, single entrance. Test expired.
**1976 VOLVO AILSA,** 79 seats, Alexander body, power steering, single entrance. Test 12-2-91.
**1976 VOLVO AILSA,** 79 seats, Alexander body, power steering, single entrance. SOLD New test.
**1976 VOLVO AILSA,** 79 seats, Alexander body, power steering, single entrance. New test.
**1976 VOLVO AILSA,** 79 seats, Alexander body, power steering, single entrance. Test 29-1-91.
**1976 VOLVO AILSA,** 79 seats, Alexander body, power steering, single entrance. SOLD New test.
**1976 VOLVO AILSA,** 79 seats, Alexander body, power steering, single entrance. Test expired.
**1976 BRISTOL VRT SL3,** Gardner 180 engine, ECW body, 74 seats, new test.

## CHEAP DOUBLE DECKERS

**3 X 1972 LEYLAND ATLANTEANS,** 78 seats, Alexander bodies. Tests expired.
**1972 LEYLAND ATLANTEAN,** 76 seats, East Lancs body. SOLD Test expired.
**2 X 1977 BRISTOL VRT SL3,** Gardner 180 engines, Northern Counties bodies, 74 seats. Tests expired.

## COACHES

**1979 LEYLAND LEOPARD,** Plaxton Supreme body, 53 seats. Test 13-12-90.
**1979 FORD DUPLE DOLPHANT II** body, tested til end February 14-2-91. SOLD
**1978 FORD PLAXTON SUPREME** body. Test expired. SOLD
**1977 LEYLAND LEOPARD,** Plaxton Supreme body, 53 seats. Test 18-10-91. **£6,750.**
**1979 BEDFORD YMT, Plaxton Supreme 4** body, 53 seats. Test 9-2-91.

**1984 ROYAL TIGER DOYEN Executive Spec. One remaining, toilet fitted, £25,000.** SOLD **New test.**
**1986 MCW METROLINER Executive Spec. Choice of three. Toilet and servery (single deck coach) £30,000. Long tests.**

**1976 VOLVO AILSA,** 79 seats, Alexander body, power steering, single entrance. Test 31-1-91.
**1976 VOLVO AILSA,** 79 seats, Alexander body, power steering, single entrance. Test 14-3-91.
**1976 VOLVO AILSA,** 79 seats, Alexander body, power steering, single entrance. Test 8-2-91.
**1976 VOLVO AILSA,** 79 seats, Alexander body, power steering, single entrance. Test 30-1-91.
**1976 VOLVO AILSA,** 79 seats, Alexander body, power steering, single entrance. Test 25-2-91.
**1976 VOLVO AILSA,** 79 seats, Alexander body, power steering, single entrance. Test 9-4-91.
**1975 LEYLAND ATLANTEAN,** Northern Counties body, 75 seats, power steering. Test expired.
**1975 LEYLAND ATLANTEAN,** Northern Counties body, 75 seats, power steering. Test expired.
**1975 LEYLAND ATLANTEAN,** Northern Counties body, 75 seats, power steering. Test 29-4-91.
**1976 LEYLAND ATLANTEAN,** Northern Counties body, 75 seats, power steering. Test expired.
**1976 LEYLAND ATLANTEAN,** ECW body, 74 seats, power steering. Test expired.
**1976 LEYLAND ATLANTEAN,** ECW body, 74 seats, power steering. New te SOLD

## SINGLE DECKERS

**PRICES FROM £3,000.**
**1976 10.3M LEYLAND NATIONAL.** Test 20-4-91. 41 seats.
**1978 11.3M LEYLAND NATIONAL.** 49 seats.
**1973 11.3M LEYLAND NATIONAL.** New test. 49 seats.
**1979 11.3M LEYLAND NATIONAL,** 49 seats.

**1980 LEYLAND NATIONAL MK II. Leyland 680 engine. New test.**

## COLLECTOR'S ITEMS

**LEYLAND E39** engine and gearbox.
**BRISTOL AVW** engine and box.
**1965 ROUTEMASTER,** 64 seats. Test 2-4-91.
**1963 ROUTEMASTER,** 64 seats. Test expired.
**RT and ROUTEMASTER** spares.

**TEST DATES NOW AVAILABLE FOR THE ABOVE VEHICLES.**
***SEATS NOW RECOVERED, LATEST MOQUETTES***

## WANTED

**Buses and coaches, scrap or re-usable. Best prices paid. Cash on collection.**

## BREAKING

***Large selection spares including:*** **Bristol VRT, Bristol RE, Volvo Ailsas, Ford Van Hool, Leyland National, Leyland Atlantean, Leyland Leopards, Daimler Fleetline, AEC Reliance, AEC Regent, Routemaster and some RT spares. Supreme III spares and including glass.**

**TELEPHONE 0226 752086**
**Evenings 0977 642443 (Chris),**
**0226 284187 (Paul) or Mobile 0836 363223 Fax. 0226 340500**

**Wombwell Diesels Company Ltd, Station Villa, Park Hill Road, Wombwell, Nr Barnsley**

(13734/LIN)

# PLAXTON
## Retail Sales

## NEW VEHICLES

| | | | |
|---|---|---|---|
| **VOLVO** | | | |
| 90 B10M GL PARAMOUNT 3500, dem. toilet | 49/53 REC | CHOICE | £95,750 |
| 90 B10M DL PARAMOUNT 3200 | 53 REC | G513 EFX | £89,850 |
| 89 B10M GL PARAMOUNT 3500, dem toilet | 49/53 REC | CHOICE | £87,500 |
| 88 B10M GL PARAMOUNT 3500 | 50 REC | CHOICE | £79,850 |
| 87 B10M GL VAN HOOL ALIZEE H, toilet | 49 REC | CHOICE | £74,850 |
| 88 B10M GL PARAMOUNT 3200 LDR, rear door | 50 REC | E318 UUB | £69,850 |
| 88 B10M GL CAETANO ALGARVE, rear toilet | 49 REC | E747 HJF | £69,850 |
| 86 B10M GL VAN HOOL ALIZEE H | 53 REC | C527 DND | £65,850 |
| 87 B10M GL DUPLE 320 | 57 STS | D457 GDU | £64,850 |
| 86 B10M GL PARAMOUNT 3200 | 53 REC | CHOICE | £59,850 |
| 87 B10M GL CAETANO ALGARVE, toilet | 51 REC | D702 0CY | £52,500 |
| 84 B10M GL VAN HOOL ALIZEE H, toilet | 49 REC | A565 GBA | £49,500 |
| 82 B58 DOMINANT IV, double glazing | 53 REC | CHOICE | £24,850 |
| 80 B58 DOMINANT II | 53 STS | MUE 313V | £15,000 |
| 79 B58 DOMINANT II | 53 STS | EWW 229T | £14,850 |
| **LEYLAND** | | | |
| 89 TIGER AUTO PARAMOUNT 3200, toilet | 46 REC | F770 GNA | £77,850 |
| 88 TIGER 260 ZF PARAMOUNT 3500 | 51 REC | CHOICE | £77,500 |
| 88 TIGER 260 ZF PARAMOUNT 3500, toilet | 51 REC | E119 KFV | £77,500 |
| 88 TIGER 260 ZF PARAMOUNT 3200 | 53 REC | CHOICE | £74,500 |
| 87 TIGER 245 ZF PARAMOUNT 3200 LDR | 53 REC | CHOICE | £64,850 |
| 88 TIGER 290 ZF DUPLE 340L | 55 STS | E449 MMM | £64,500 |
| 86 TIGER 245 ZF VAN HOOL ALIZEE H | 53 REC | CHOICE | £62,850 |
| 87 TIGER 260 DUPLE 320, toilet | 48 REC | D132 HML | £49,850 |
| 86 TIGER 245 ZF CAETANO ALGARVE, toilet | 50 REC | CHOICE | £49,850 |
| 85 TIGER 245 ZF PARAMOUNT 3500 | 57 STS | B511 UNB | £49,850 |
| 85 TIGER HYD CARIBBEAN I | 51 REC | B717 MPC | £47,500 |
| 86 ROYAL TIGER VAN HOOL ALIZEE H, toilet | 45 REC | C757 FMC | £45,000 |
| 85 TIGER 245 HYD PARAMOUNT 3200 EXPRESS | 53 REC | B85 SWX | £44,500 |
| 84 ROYAL TIGER PARAMOUNT 3500, toilet | 49 REC | A868 SKK | £42,500 |
| 85 TIGER 245 ZF CARIBBEAN II, toilet | 48 REC | B150 ACK | £39,850 |
| 89 SWIFT REEVE BURGESS HARRIER | 33 STS | G341 VHU | £39,850 |
| 84 TIGER 245 PARAMOUNT 3500, toilet | 49 REC | CHOICE | £37,500 |
| 84 ROYAL TIGER VAN HOOL ALIZEE H, toilet | 49 REC | B223 AMH | £35,000 |
| 83 TIGER PARAMOUNT 3200, toilet | 49 STS | EAH 887Y | £32,500 |
| 83 TIGER 245 ZF 11M PARAMOUNT 3200 EXPRESS | 53 STS | CHOICE | £29,850 |
| 84 TIGER 245 ZF 11M DUPLE LASER I | 53 STS | CHOICE | £27,500 |
| 82 TIGER 245 ZF SUPREME V | 50 REC | JSV 328 | £23,500 |
| 82 LEOPARD SEMI-AUTO DOMINANT II | 53 STS | YWX 537X | £19,850 |
| 81 LEOPARD SEMI-AUTO DOMINANT II | 53 STS | OLJ 195W | £17,500 |
| 79 LEOPARD SEMI-AUTO SUPREME | 53 STS | ELB 284T | £12,500 |
| 79 LEOPARD SEMI-AUTO SUPREME III EXP | 49 STS | EBD 232T | £10,250 |
| **SCANIA** | | | |
| 86 K92 JONCKHEERE TRANS CITY BUS | 47 BUS STS | CHOICE | £45,850 |
| **DAF** | | | |
| 87 SB2300 DHTD PARAMOUNT 3200 | 57 STS | D490 RUS | £57,500 |
| 87 SB2300 DHTD PARAMOUNT 3200, toilet | 53 STS | D295 XCX | £54,850 |
| 85 SB2300 BERKHOFF ESPRIT, toilet | 49 REC | B677 BTW | £35,000 |
| **DOUBLE DECK COACHES** | | | |
| 88 DAF SBR 3000 DKZ PARAMOUNT 4000, toilet | 72 REC | CHOICE | £99,850 |
| 87 MCW METROBUS GARDENER 6LXB | 75 STS | CHOICE | £69,850 |
| 79 DENNIS EAST LANCS | 74 STS | LFR 132T | £9,850 |
| **BEDFORD** | | | |
| 85 YNV PARAMOUNT 3200 | 53 STS | B888 PDY | £39,850 |
| 85 YNT PARAMOUNT 3200 | 53 STS | C350 FBO | £35,500 |
| 85 YNT PARAMOUNT 3200 | 53 STS | B624 DDW | £34,500 |
| 85 YNT DUPLE LASER II | 53 STS | C399 FBO | £32,500 |
| 84 YNT PARAMOUNT 3200 | 49 STS | A709 GLD | £32,500 |
| 82 YMT DOMINANT II EXPRESS | 53 STS | CVL 248X | £17,500 |
| 83 YNT WRIGHT SERVICE BUS | 53 STS | NUS 333Y | £10,850 |
| **FORD** | | | |
| 86 QUEST 80 VAN HOOL ALIZEE | 49 REC | C75 YVC | £28,500 |
| 83 R1115 PARAMOUNT 3200 | 53 STS | BLJ 722Y | £19,500 |

(17976/UN)

**TEL: 0909 551166**
Crossroads, Anston,
Sheffield S31 7ES
Fax: 0909 568937

**TEL: 0920 461777**
Widbury Hill, Ware,
Herts D12 7AS
Fax: 0920 460174

## AD COACH SALES

**Tel 0271 865080 Office**
**0884 860767 Garage**
**0836 345304 Mobile**

**1982 SETRA 215 HD,** 49str, exec ..... **£44,950 + VAT**

**1985 DAF CAETANO ALGARVE,** 51str, exec ..... **£39,950 + VAT**

**1978 BRISTOL LHL PLAXTON,** 53 str, MoT June '91, well above average ..... **£4,500 + VAT**

**1977 FORD DOMINANT I,** 53 seater ..... **£2,495 + VAT**

**1989 LEYLAND DAF 400 TURBO,** 16 high back seats, air suspension ..... **£13,950**

**GOOD QUALITY VEHICLES WANTED**

(19110/UN)

**1990 DAF SB3000 CAETANO ALGARVE,** 3.55m 50 reclining seats plus courier, Blaupunkt radio, pa, cassette and video equipment, toilet, water boiler, 43,000 miles, **£69,950 + VAT.**

**1988 DENNIS JAVELIN DUPLE 320,** 53 recliners plus courier, sunken toilet, radio, cassette, pa, wired for TV and video, curtains, MoT. **£42,500.**

**1984 BOVA FUTURA,** 49 recliners plus courier, 2 16in TVs, video, toilet, Webasto, water boiler, fridge, curtains, carpets, new windscreen, driver's bunk, MoT. **£38,950**

**1986 BEDFORD YMPS,** Plaxton, 35 seater, side lockers, wheel discs, radio cassette, PA, MoT Feb 1992. **£24,950.**

**Hurst's of Wigan**
**(0942) 47703**

(19154/UN)

**29 SEATER BEDFORD/PLAXTON SUPREME,** 1978, power door, Telma, Bristol dome, radio, electrics isolator, discs, MoT May 1991. **POA.**

**29 SEATER BEDFORD/PLAXTON SUPREME,** 1979, power door, radio, discs, MoT Dec 1991. **POA.**

**19 SEATER MERCEDES/REEVE BURGESS 508D,** 1982, high seats, boot, Bristol dome, tinted windows, radio cassette, body refurbished by converters, discs, MoT June 1991. **POA.**

**FLEET UPDATE.** Vehicles in daily use, exceptionally clean and all in 'above average condition'. Professionally maintained to a very high standard with a positive 'must be able to travel anywhere' attitude. Full history, seers will buy... NOT RUBBISH, hence the price.

BMS Swindon
(0793) 823747

(18485/UN)

HOTLINE
**(0733) 898111**

## BLYTHSWOOD MOTORS LTD
1175 ARGYLE STREET, GLASGOW
**All Mercedes 2 years warranty or 200,000 kilometres**

**NEW TALBOT TRI AXLE,** 22 + 7 standees, PSV, power door, service, moquette seats, special offer. Dip tack. stock.

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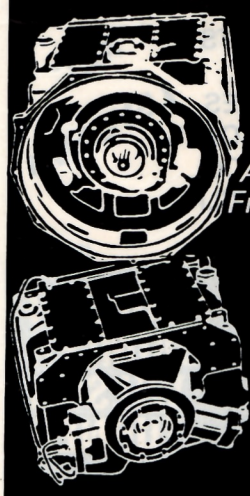

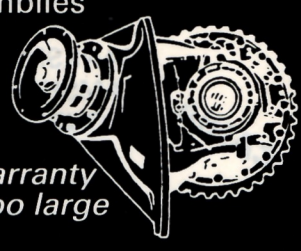

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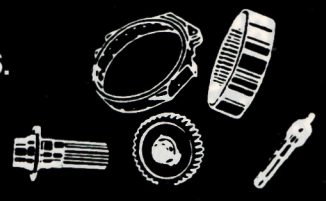

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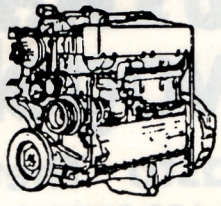

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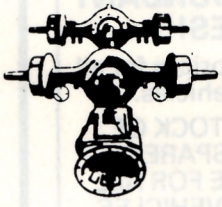

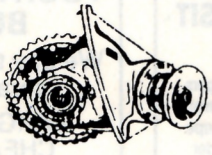

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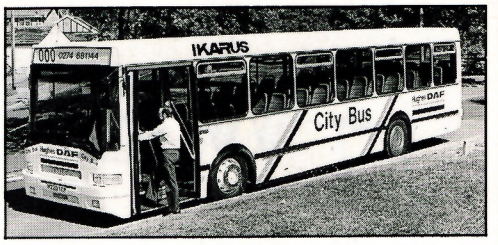


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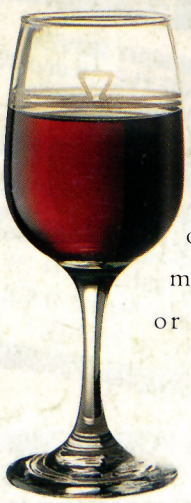

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